

PUBLIC VERSION

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**ARIZONA ELECTRIC POWER
COOPERATIVE, INC.**

Complainant,

v.

BNSF RAILWAY COMPANY

and

**UNION PACIFIC RAILROAD
COMPANY**

Defendants.

226351

Docket No. 42113 —

**OPENING EVIDENCE OF COMPLAINTANT
ARIZONA ELECTRIC POWER COOPERATIVE, INC.**

EXHIBITS

**ENTERED
Office of Proceedings**

JAN 25 2010

**Part of
Public Record**

**ARIZONA ELECTRIC POWER
COOPERATIVE, INC.**

**By: William L. Slover
Robert D. Rosenberg
Christopher A. Mills
Daniel M. Jaffe
Stephanie M. Adams
Slover & Loftus LLP
1224 Seventeenth Street, NW
Washington, DC 20036
(202) 347-7170
(202) 347-3619 (fax)**

**Of Counsel:
Slover & Loftus LLP
1224 Seventeenth Street, NW
Washington, DC 20036
(202) 347-7170**

Dated: January 25, 2010

Attorneys & Practitioners

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Estimated Jurisdictional Threshold and Rate to Variable Cost Ratio – 1Q09

(Based On \$1B 2008 UPRR)

A. Movement Parameters (1)	Gillette Area Mines, WY									
	Lee Ranch (2)	El Segundo (3)	Eagle Butte (4)	Buckskin (5)	Rawhide (6)	Clow's Point (7)	Dry Fork (8)	Spring Creek (9)	Decker (10)	
1 Railroad	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	
2 Miles	340.7 / 149.7	333.8 / 149.7	591.6 / 928.6	593.7 / 928.6	588.8 / 928.6	585.2 / 928.6	587.8 / 928.6	702.9 / 928.6	695.0 / 928.6	
3 Shipment Type	2/	2/	2/	2/	2/	2/	2/	2/	2/	
4 Cars per Train	114.6	116.6	120	120	120	120	120	120	120	
5 Car Type	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	
6 Car Ownership	Private	Private	Private	Private	Private	Private	Private	Private	Private	
7 Tons per Car	117	117	118	118	118	118	118	118	118	
8 Commodity	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	
9 Movement Type	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	
B. Variable Cost										
10 Phase III Cost Base Year 2008	\$6.96	\$6.86	\$18.69	\$18.72	\$18.66	\$18.61	\$18.64	\$20.05	\$19.95	
11 Index to 1Q09 (BNSF/UP)	0.86058 / 0.88293	0.86058 / 0.88293	0.86058 / 0.88293	0.86058 / 0.88293	0.86058 / 0.88293	0.86058 / 0.88293	0.86058 / 0.88293	0.86058 / 0.88293	0.86058 / 0.88293	
12 Phase III Cost 1Q09 3/	\$6.04	\$5.96	\$16.33	\$16.35	\$16.30	\$16.26	\$16.29	\$17.50	\$17.42	
13 Jurisdictional Threshold 4/	\$10.88	\$10.73	\$29.40	\$29.44	\$29.34	\$29.27	\$29.32	\$31.50	\$31.35	
C. Rate and Rate to Variable Cost Ratio										
14 Rate Per Ton in Private Cars 5/	\$14.88	\$14.87	\$40.32	\$40.32	\$40.32	\$40.30	\$40.31	\$42.17	\$42.16	
15 Rate to Variable Cost Ratio 6/	2.46	2.50	2.47	2.47	2.47	2.48	2.47	2.41	2.42	

1/ For New Mexico shipments, the route is mine to Deming, NM on BNSF and then from Deming, NM to Cochise, AZ on UP. For Wyoming and Montana shipments, the route is mine to Pueblo, CO on BNSF and then from Pueblo, CO to Cochise, AZ on UP.
2/ The shipment type for the BNSF portion of the move is "Originated and Delivered". The shipment type for the UP portion of the move is "Received and Terminated".
3/ BNSF Variable Cost from Line 10 multiplied by BNSF Index to 1Q09 of 0.86058 plus UP Variable Cost from Line 10 multiplied by UP Index to 1Q09 of 0.88293.
4/ Line 12 x 1.80.
5/ From Amended Complaint dated 1/30/09 and Amended Complaint dated 2/20/09 plus the average 1Q09 BNSF fuel surcharge.
6/ Line 14 / Line 12.

Estimated Jurisdictional Threshold and Rate to Variable Cost Ratio -- 2Q09

(Based On 2008 1st Qtr)

A. Movement Parameters (1)	Gillette Area Mines, WY									
	Lee Ranch (2)	El Segundo (3)	Eagle Butte (4)	Buckskin (5)	Rawhide (6)	Clovis Point (7)	Dry Fork (8)	Spring Creek (9)	Decker (10)	
1 Railroad	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	
2 Miles	340.7 / 149.7	333.8 / 149.7	591.6 / 928.6	593.7 / 928.6	588.8 / 928.6	585.2 / 928.6	587.8 / 928.6	702.9 / 928.6	695.0 / 928.6	
3 Shipment Type	2/	2/	2/	2/	2/	2/	2/	2/	2/	
4 Cars per Train	114.6	116.6	120	120	120	120	120	120	120	
5 Car Type	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	
6 Car Ownership	Private	Private	Private	Private	Private	Private	Private	Private	Private	
7 Tons per Car	117	117	118	118	118	118	118	118	118	
8 Commodity	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	
9 Movement Type	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	
B. Variable Cost										
10 Phase III Cost Base Year 2008	\$6.96	\$6.86	\$18.69	\$18.72	\$18.66	\$18.61	\$18.64	\$20.05	\$19.95	
11 Index to 2Q09 (BNSF/UP)	0.86190 / 88372	0.86190 / 88372	0.86190 / 88372	0.86190 / 88372	0.86190 / 88372	0.86190 / 88372	0.86190 / 88372	0.86190 / 88372	0.86190 / 88372	
12 Phase III Cost 2Q09 3/	\$6.05	\$5.97	\$16.35	\$16.37	\$16.32	\$16.28	\$16.31	\$17.52	\$17.44	
13 Jurisdictional Threshold 4/	\$10.89	\$10.74	\$29.43	\$29.47	\$29.38	\$29.31	\$29.36	\$31.54	\$31.39	
C. Rate and Rate to Variable Cost Ratio										
14 Rate Per Ton in Private Cars 5/	\$14.63	\$14.62	\$39.55	\$39.55	\$39.55	\$39.54	\$39.54	\$41.35	\$41.34	
15 Rate to Variable Cost Ratio 6/	2.42	2.45	2.42	2.42	2.42	2.43	2.42	2.36	2.37	

1/ For New Mexico shipments, the route is mine to Deming, NM on BNSF and then from Deming, NM to Cochise, AZ on UP. For Wyoming and Montana shipments, the route is mine to Pueblo, CO on BNSF and then from Pueblo, CO to Cochise, AZ on UP.

2/ The shipment type for the BNSF portion of the move is "Originated and Delivered". The shipment type for the UP portion of the move is "Received and Terminated".

3/ BNSF Variable Cost from Line 10 multiplied by BNSF Index to 2Q09 of 0.8619 plus UP Variable Cost from Line 10 multiplied by UP Index to 2Q09 of 0.88372

4/ Line 12 x 1.80

5/ From Amended Complaint dated 1/30/09 and Amended Complaint dated 2/20/09 plus the average 2Q09 BNSF fuel surcharge

6/ Line 14 / Line 12

Estimated Jurisdictional Threshold and Rate to Variable Cost Ratio - 3Q09
(Based on 3Q09 Rates)

A. Movement Parameters (1)	Gillette Area Mines, WY									
	Les Ranch (2)	El Segundo (3)	East Butte (4)	Buckskin (5)	Rawhide (6)	Clover Point (7)	Dev Fork (8)	Spring Creek (9)	Decker (10)	Signal Peak (11)
1 Railroad	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/
2 Miles	340.7 / 149.7	333.8 / 149.7	591.6 / 928.6	593.7 / 928.6	588.8 / 928.6	585.2 / 928.6	587.8 / 928.6	702.9 / 928.6	695.0 / 928.6	912.6 / 928.6
3 Shipment Type	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
4 Cars per Train	114.6	116.6	120	120	120	120	120	120	120	120
5 Car Type	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper
6 Car Ownership	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private
7 Tons per Car	117	117	118	118	118	118	118	118	118	118
8 Commodity	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal
9 Movement Type	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train
B. Variable Cost										
10 Phase III Cost Base Year 2008	\$6.96	\$6.86	\$18.69	\$18.72	\$18.66	\$18.61	\$18.64	\$20.05	\$19.95	\$22.62
11 Index to 3Q09 (BNSF/UP)	0.89209 / 91068	0.89209 / 91068	0.89209 / 91068	0.89209 / 91068	0.89209 / 91068	0.89209 / 91068	0.89209 / 91068	0.89209 / 91068	0.89209 / 91068	0.89209 / 91068
12 Phase III Cost 3Q09 3/	\$6.25	\$6.17	\$16.88	\$16.90	\$16.85	\$16.81	\$16.84	\$18.09	\$18.01	\$20.38
13 Jurisdictional Threshold 4/	\$11.25	\$11.10	\$30.38	\$30.42	\$30.33	\$30.26	\$30.31	\$32.57	\$32.41	\$36.68
C. Rate and Rate to Variable Cost Ratio										
14 Rate Per Ton in Private Cars 5/	\$14.80	\$14.79	\$40.06	\$40.07	\$40.06	\$40.05	\$40.06	\$41.90	\$41.88	\$47.33
15 Rate to Variable Cost Ratio 7/	2.37	2.40	2.37	2.37	2.38	2.38	2.38	2.32	2.33	2.32

1/ For New Mexico shipments, the route is mine to Denning, NM on BNSF and then from Denning, NM to Cochise, AZ on UP. For Wyoming and Montana shipments, the route is mine to Pueblo, CO on BNSF and then from Pueblo, CO to Cochise, AZ on UP.

2/ The shipment type for the BNSF portion of the move is "Originated and Delivered". The shipment type for the UP portion of the move is "Received and Terminated".

3/ BNSF Variable Cost from Line 10 multiplied by BNSF Index to 3Q09 of 0.89209 plus UP Variable Cost from Line 10 multiplied by UP Index to 3Q09 of 0.91068

4/ Line 12 x 1.80

5/ From Amended Complaint dated 1/30/09 and Amended Complaint dated 2/20/09 plus the average 3Q09 BNSF fuel surcharge

6/ From Amended Complaint dated 8/25/09 plus the average 3Q09 BNSF fuel surcharge

7/ Line 14 / Line 12

Estimated Jurisdictional Threshold and Rate to Variable Cost Ratio – 4Q09
(Based on NIB 2008 Index)

A. Movement Parameters (1)	Gillette Area Mines, WY						
	Lex Ranch (2)	El Segundo (3)	Eagle Butte (4)	Buckskin (5)	Rawhide (6)	Clover Point (7)	Dev Fork (8)
1 Railroad	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/	BNSF/UP 1/
2 Miles	340.7 / 149.7	333.8 / 149.7	591.6 / 928.6	593.7 / 928.6	588.8 / 928.6	585.2 / 928.6	587.8 / 928.6
3 Shipment Type	2/	2/	2/	2/	2/	2/	2/
4 Cars per Train	114.6	116.6	120	120	120	120	120
5 Car Type	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper	Open Top Hopper
6 Car Ownership	Private	Private	Private	Private	Private	Private	Private
7 Tons per Car	117	117	118	118	118	118	118
8 Commodity	Coal	Coal	Coal	Coal	Coal	Coal	Coal
9. Movement Type	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train	Unit Train
B. Variable Cost							
10. Phase III Cost Base Year 2008	\$6.96	\$6.86	\$18.69	\$18.72	\$18.66	\$18.61	\$18.64
11 Index to 4Q09 (BNSF/UP)	0.90879 / 92379	0.90879 / 92379	0.90879 / 92379	0.90879 / 92379	0.90879 / 92379	0.90879 / 92379	0.90879 / 92379
12 Phase III Cost 4Q09 3/	\$6.36	\$6.27	\$17.15	\$17.17	\$17.12	\$17.08	\$17.11
13 Jurisdictional Threshold 4/	\$11.45	\$11.29	\$30.87	\$30.91	\$30.82	\$30.74	\$30.80
C. Rate and Rate to Variable Cost Ratio							
14 Rate Per Ton in Private Cars 5/	\$14.97	\$14.96	\$40.58	\$40.58	\$40.57	\$40.56	\$40.57
15 Rate to Variable Cost Ratio 7/	2.35	2.38	2.37	2.36	2.37	2.37	2.37
1/ For New Mexico shipments, the route is mine to Denning, NM to BNSF and then from Denning, NM to Cochise, AZ on UP. For Wyoming and Montana shipments, the route is mine to Pueblo, CO on BNSF and then from Pueblo, CO to Cochise, AZ on UP. 2/ The shipment type for the BNSF portion of the move is "Originated and Delivered". The shipment type for the UP portion of the move is "Received and Terminated". 3/ BNSF Variable Cost from Line 10 multiplied by BNSF Index to 4Q09 of 0.90879 plus UP Variable Cost from Line 10 multiplied by UP Index to 4Q09 of 0.92379 4/ Line 12 x 1.80 5/ From Amended Complaint dated 1/30/09 and Amended Complaint dated 2/20/09 plus the average 4Q09 BNSF fuel surcharge 6/ From Amended Complaint dated 8/25/09 plus the average 4Q09 BNSF fuel surcharge 7/ Line 14 / Line 12							

1/ For New Mexico shipments, the route is mine to Denning, NM to BNSF and then from Denning, NM to Cochise, AZ on UP. For Wyoming and Montana shipments, the route is mine to Pueblo, CO on BNSF and then from Pueblo, CO to Cochise, AZ on UP.

2/ The shipment type for the BNSF portion of the move is "Originated and Delivered". The shipment type for the UP portion of the move is "Received and Terminated".

3/ BNSF Variable Cost from Line 10 multiplied by BNSF Index to 4Q09 of 0.90879 plus UP Variable Cost from Line 10 multiplied by UP Index to 4Q09 of 0.92379

4/ Line 12 x 1.80

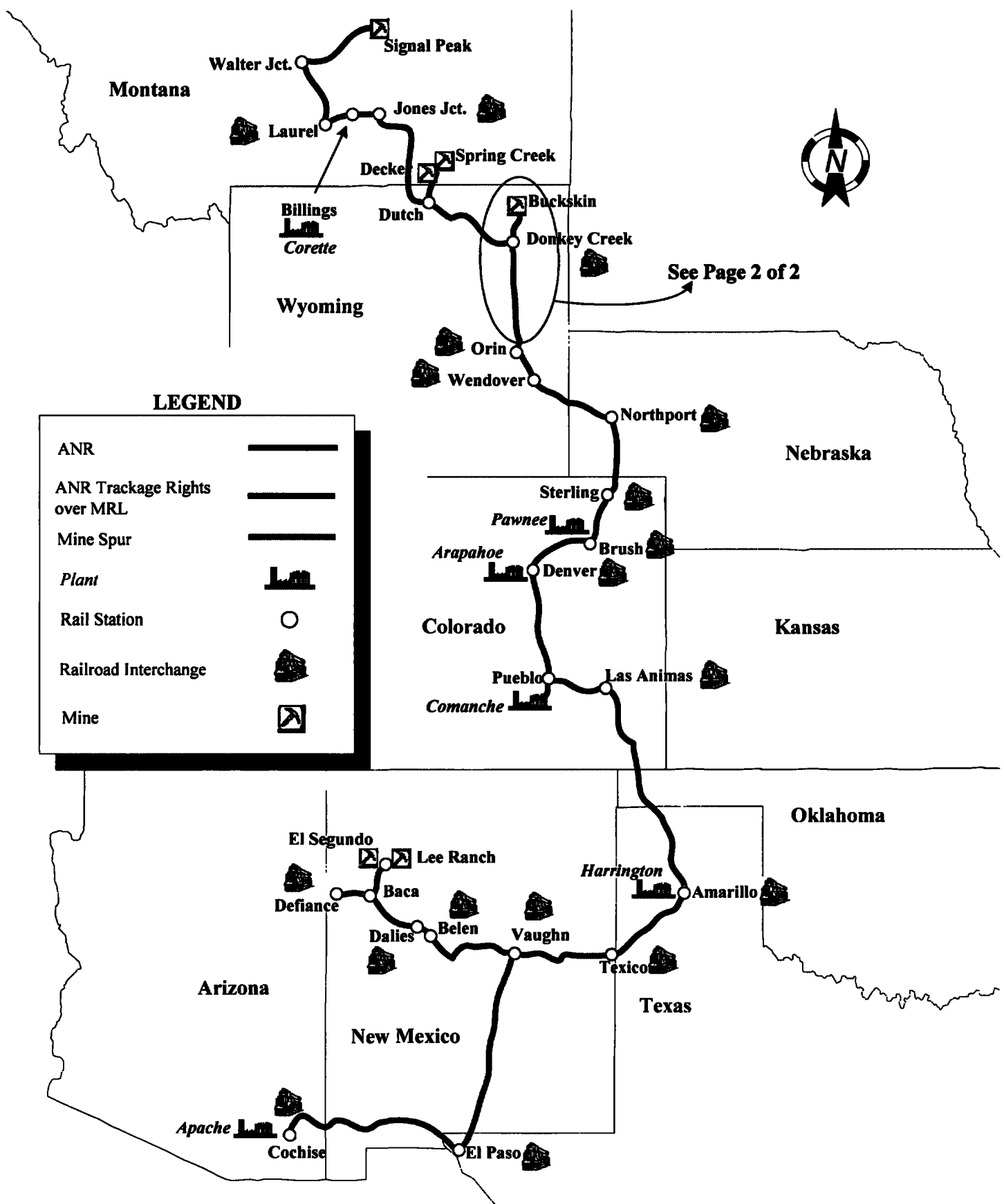
5/ From Amended Complaint dated 1/30/09 and Amended Complaint dated 2/20/09 plus the average 4Q09 BNSF fuel surcharge

6/ From Amended Complaint dated 8/25/09 plus the average 4Q09 BNSF fuel surcharge

7/ Line 14 / Line 12

1

Schematic Of The Arizona and Northern Stand-Alone Railroad



Schematic Of The Arizona and Northern Stand-Alone Railroad

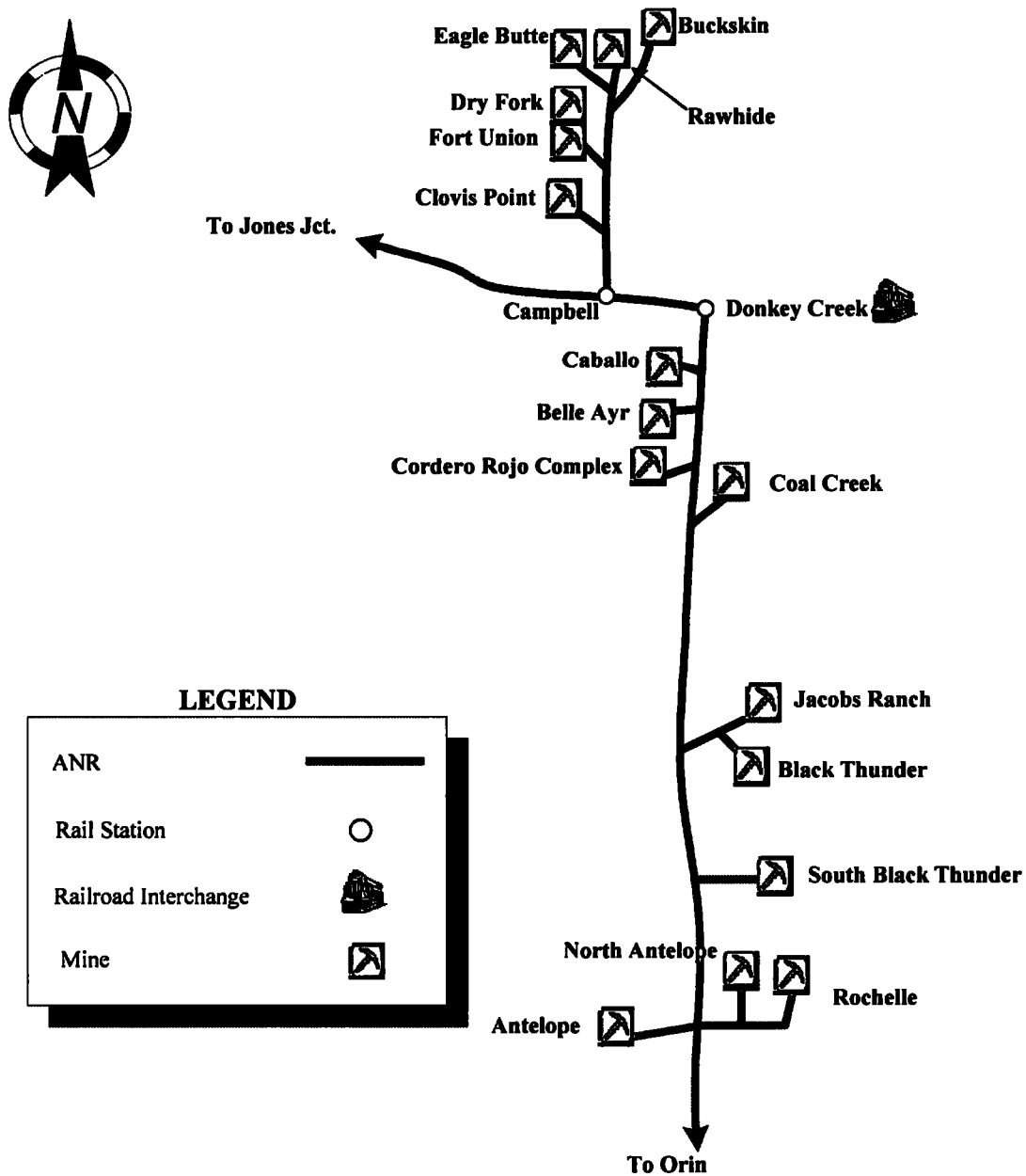
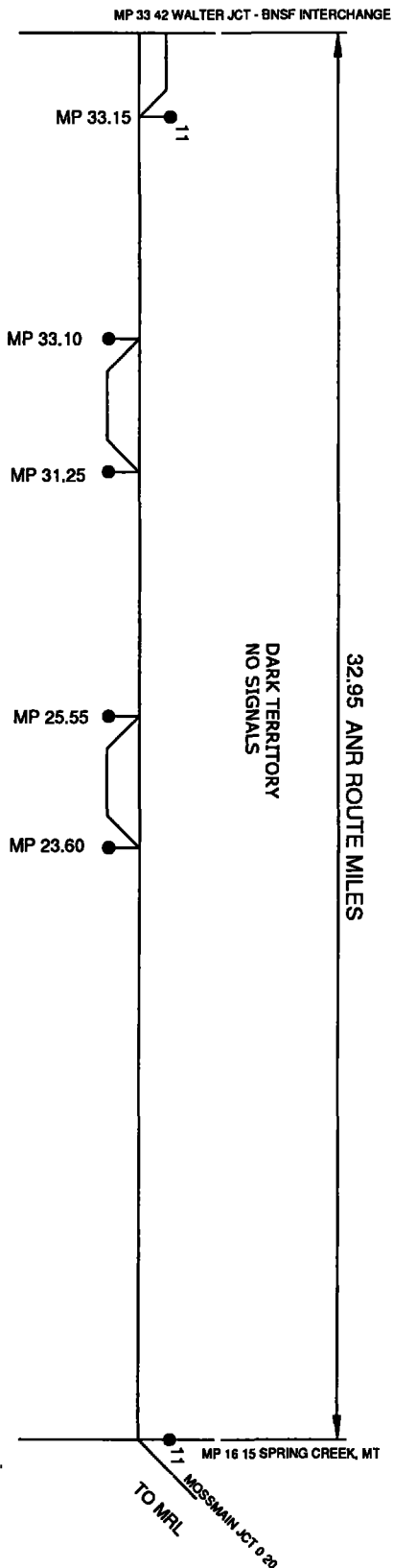


EXHIBIT III-A-2
REDACTED

EXHIBIT III-A-3
REDACTED

EXHIBIT III-A-4
REDACTED



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DIVISION: **MONTANA**
 SUBDIVISION: **LAUREL**
 FROM: **WALTER JCT**
 TO: **MOSSMAIN**

MP: **0.47**
 MP: **33.42**
 DATE: **1-25-2010**
 NOT TO SCALE

LEGEND:

- 136# PREMIUM CNR
- 136# STANDARD CNR
- 136# CNR CLASS 1 RELAY
- TURNOUT TYPES
 - 24 - #24 ELECTRIC
 - 20 - #20 ELECTRIC
 - 15 - #15 ELECTRIC
 - 15H - #15 HAND-THROWN
 - 11S - #11 SPRING
 - 11 - #11 HAND-THROWN
 - 11E - #11 ELECTRIC
- (FED) 1 FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
 - HB - HOT BEARING DETECTOR
 - DE OR DED - DRAGGING EQUIPMENT DETECTOR
 - HW - HOT WHEEL DETECTOR
- (AEI) 1 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

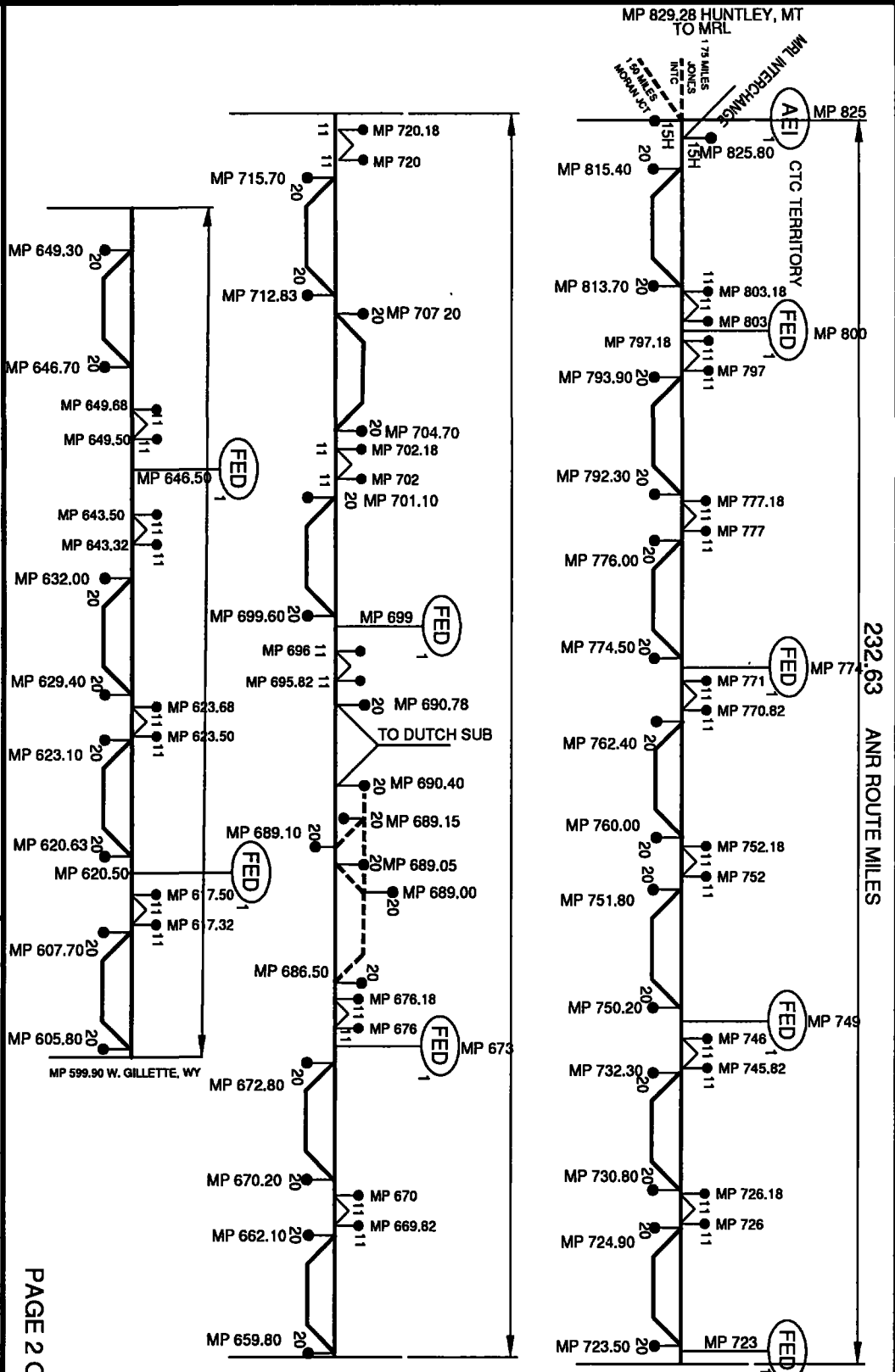
EXHIBIT:
III-B-1

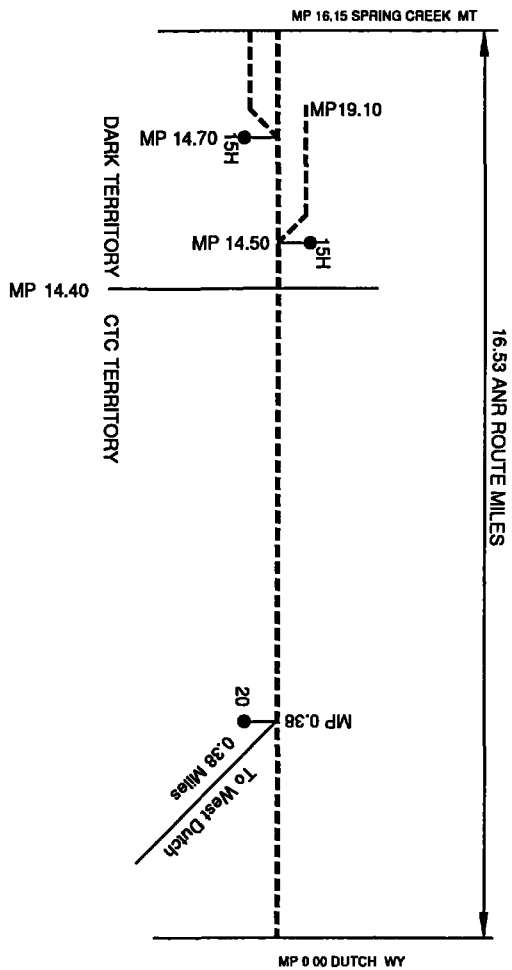
DIVISION: MONTANA
 SUBDIVISION: BIG HORN
 FROM: HUNTLEY, MT
 TO: WEST GILLETTE, WY

MP: 829.28
 MP: 599.90
 DATE: 1-25-2010
 NOT TO SCALE

LEGEND:
 - 136# PREMIUM CWR
 - 136# STANDARD CWR
 - 136# CWR CLASS 1 RELAY
 * TURNOUT TYPES
 24 - #24 ELECTRIC
 20 - #20 ELECTRIC
 15 - #15 ELECTRIC
 15H - #15 HAND-THROWN
 11S - #11 SPRING
 11 - #11 HAND-THROWN
 11E - #11 ELECTRIC
 (FED) FAILED EQUIPMENT DETECTOR WITH
 NUMBER OF TRACKS COVERED
 HB = HOT BEARING DETECTOR
 DE OR DED = DRAGGING EQUIPMENT DETECTOR
 HW = HOT WHEEL DETECTOR
 (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH
 NUMBER OF TRACKS COVERED

EXHIBIT:
III-B-1





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DIVISION: **MONTANA**
 SUBDIVISION: **DUTCH**
 FROM: **SPRING CREEK**
 TO: **DUTCH**

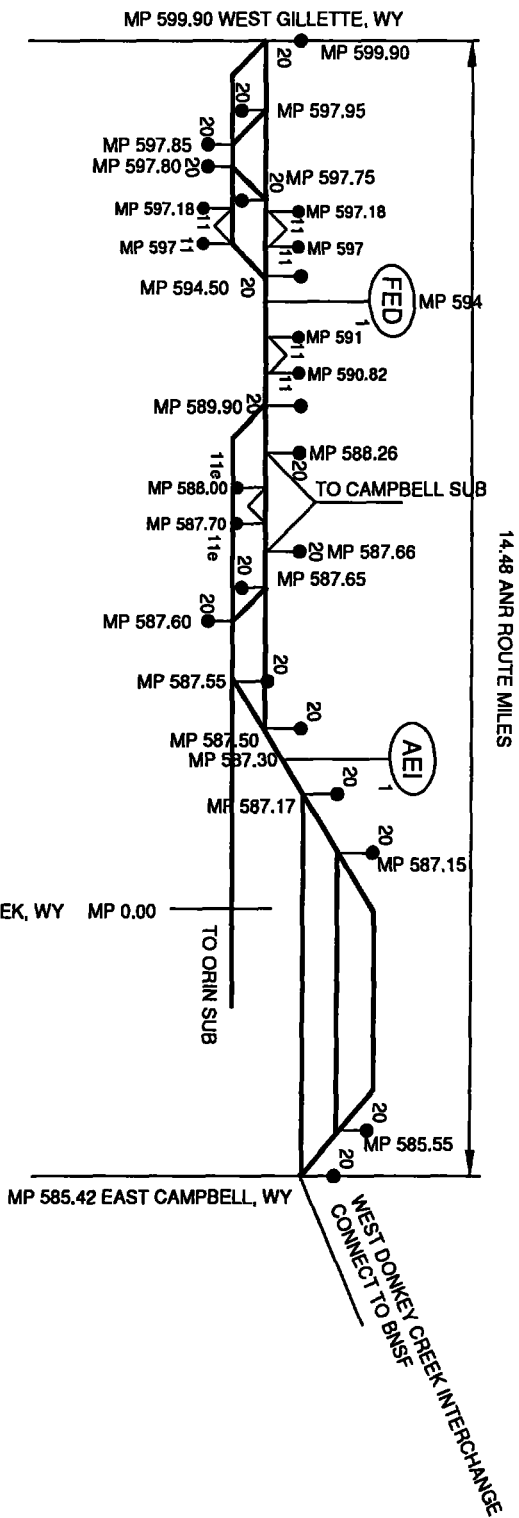
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 MP: **0.00**

DATE: **1-25-2010**
 NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- * TURNOUT TYPES:
 - 24 - #24 ELECTRIC
 - 20 - #20 ELECTRIC
 - 15- - #15 ELECTRIC
 - 15H- - #15 HAND-THROWN
 - 11S- - #11 SPRING
 - 11- - #11 HAND-THROWN
 - 11E- - #11 ELECTRIC
- (FED) 1 FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB = HOT BEARING DETECTOR
- HE = HOT ELECTRICAL EQUIPMENT DETECTOR
- HW = HOT WHEEL DETECTOR
- (AEI) 1 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

EXHIBIT:
III-B-1



DIVISION: **POWDER RIVER**

SUBDIVISION: **BIG HORN/BLACK HILLS**

FROM: **WEST GILLETTE**

MP: **599.90**

TO: **WEST DONKEY CREEK**

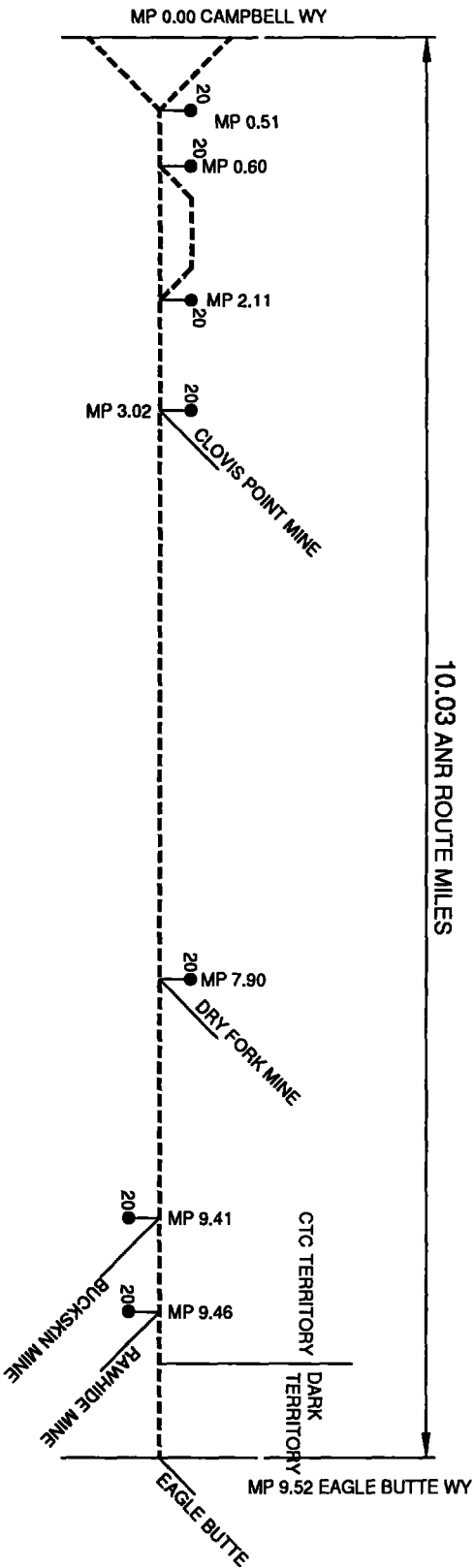
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DATE: **1-25-2010**

NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- 20 - TURNOUT TYPE*
- 24 - #24 ELECTRIC
- 20 - #20 ELECTRIC
- 15 - #15 ELECTRIC
- 15H - #15 HAND-THROWN
- 11S - #11 SPRING
- 11E - #11 ELECTRIC
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR



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DIVISION: POWDER RIVER

SUBDIVISION: CAMPBELL

FROM: CAMPBELL, WY

TO: EAGLE BUTTE, WY

MP: 0.00

MP: 9.52

DATE: 1-25-2010

NOT TO SCALE

LEGEND:

--- 136# PREMIUM CWR
--- 136# STANDARD CWR
--- 136# CWR CLASS 1 RELAY

(FED) FAILED EQUIPMENT DETECTOR WITH
NUMBER OF TRACKS COVERED

HB = HOT BEARING DETECTOR
DE OR DED = DRAGGING EQUIPMENT DETECTOR
HW = HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH
NUMBER OF TRACKS COVERED

* TURNOUT TYPES
24 - #24 ELECTRIC
20 - #20 ELECTRIC
15 - #15 ELECTRIC
15H - #15 HAND-THROWN
11 - #11 SPRING
11E - #11 ELECTRIC

EXHIBIT:

III-B-1

DATE: 1-25-2010

NOT TO SCALE

LEGEND:

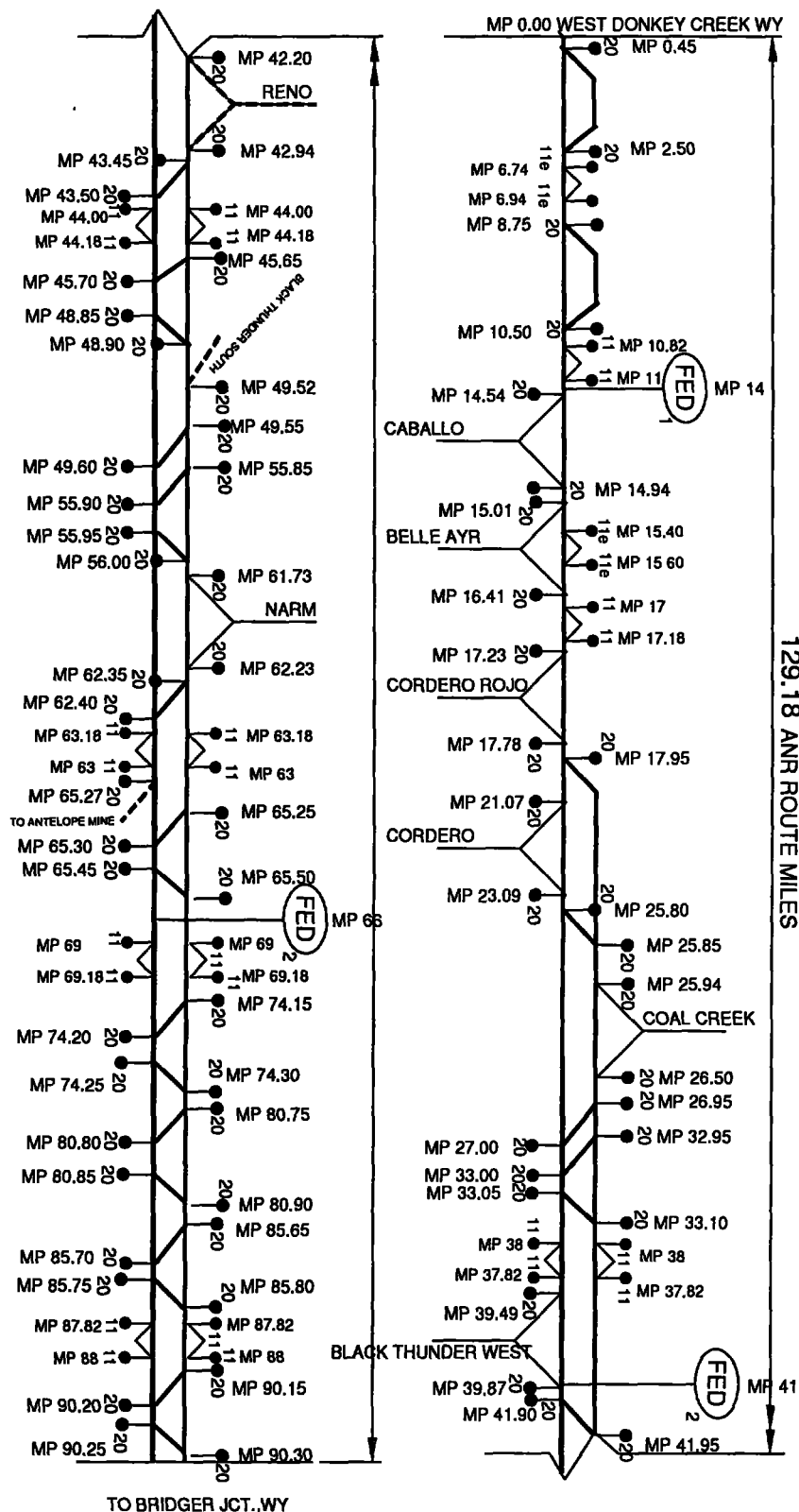
136# PREMIUM CWR	• TURNOUT TYPES
136# STANDARD CWR	24 - #24 ELECTRIC
136# CWR CLASS 1 RELAY	20 - #20 ELECTRIC
	15- #15 ELECTRIC
	15#- #15 HAND-THROWN
	115#- #11 SPRING
	11- #11 HAND-THROWN
	11E- #11 ELECTRIC

(FED) 1	FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
	HH - HOT BEARING DETECTOR DE OR DED - DRAGGING EQUIPMENT DETECTOR HHW - HOT WHEEL DETECTOR

(AEI) 1	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
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EXHIBIT:
III-B-1

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DATE: 1-25-2010
MP: 0.00
MP: 127.28
NOT TO SCALE

LEGEND:

• 20 = TURNOUT TYPE

TURNOUT TYPES

- 24 - #24 ELECTRIC
- 20 - #20 ELECTRIC
- 15- #15 ELECTRIC
- 15H- #15 HAND-THROWN
- 11S- #11 SPONG
- 11- #11 HAND-THROWN
- 11E- #11 ELECTRIC

(FED)

- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DEW- DIAGNOSING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR

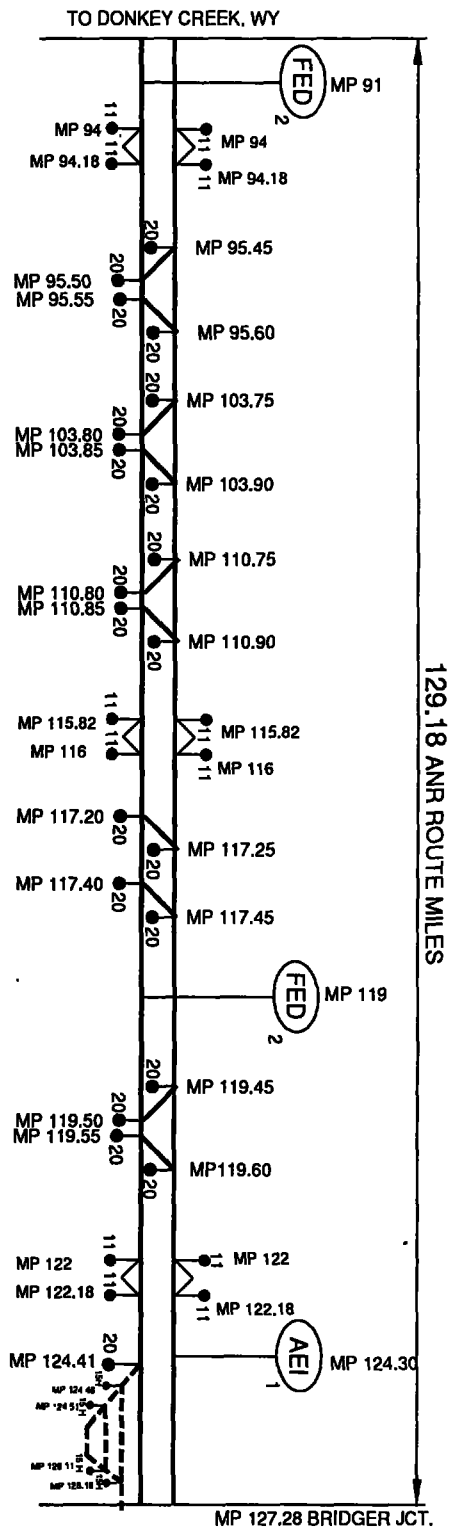
(AE)

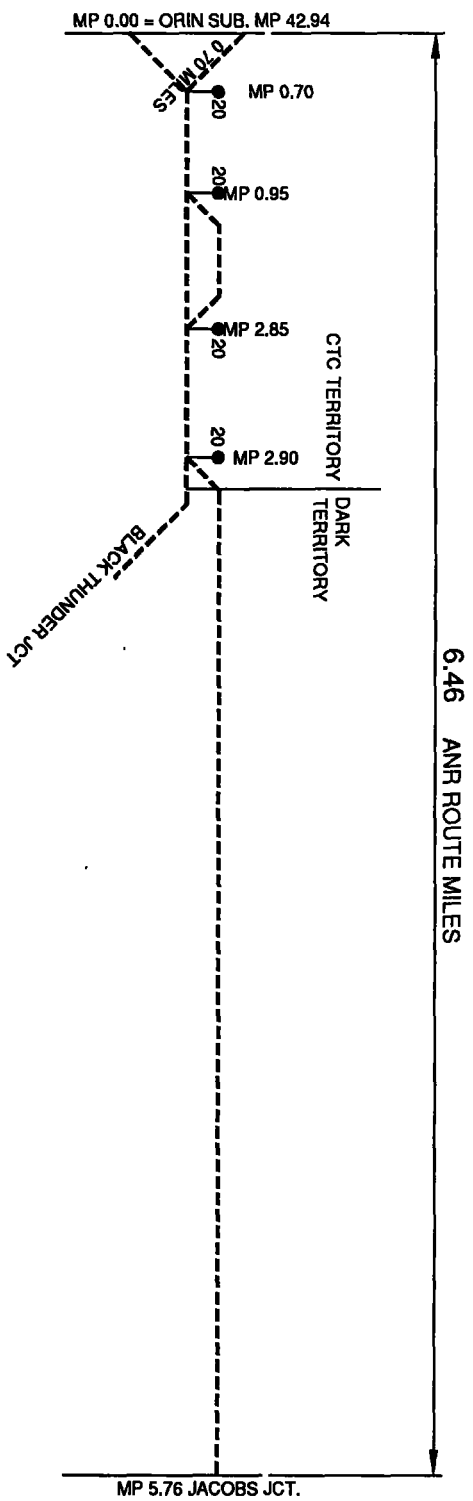
- AUTOMATIC TRACK IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

EXHIBIT:
III-B-1

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PAGE 2 OF ORIN SUB





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DIVISION: POWDER RIVER
SUBDIVISION: RENO (RENO BRANCH)
FROM: ORIN SUB. SWITCHES **MP: 0.0**
TO: JACOBS JCT. **MP: 5.76**
DATE: 1-25-2010
NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- 20 = TURNOUT TYPE*
- * TURNOUT TYPES
 - 24 - #24 ELECTRIC
 - 20 - #20 ELECTRIC
 - 15 - #15 ELECTRIC
 - 15H - #15 HAND-THROWN
 - 11S - #11 SPRING
 - 11 - #11 HAND-THROWN
 - 11E - #11 ELECTRIC
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB = HOT BEARING DETECTOR
- DE OK, DEB = DRAINAGE EQUIPMENT DETECTOR
- HM = HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

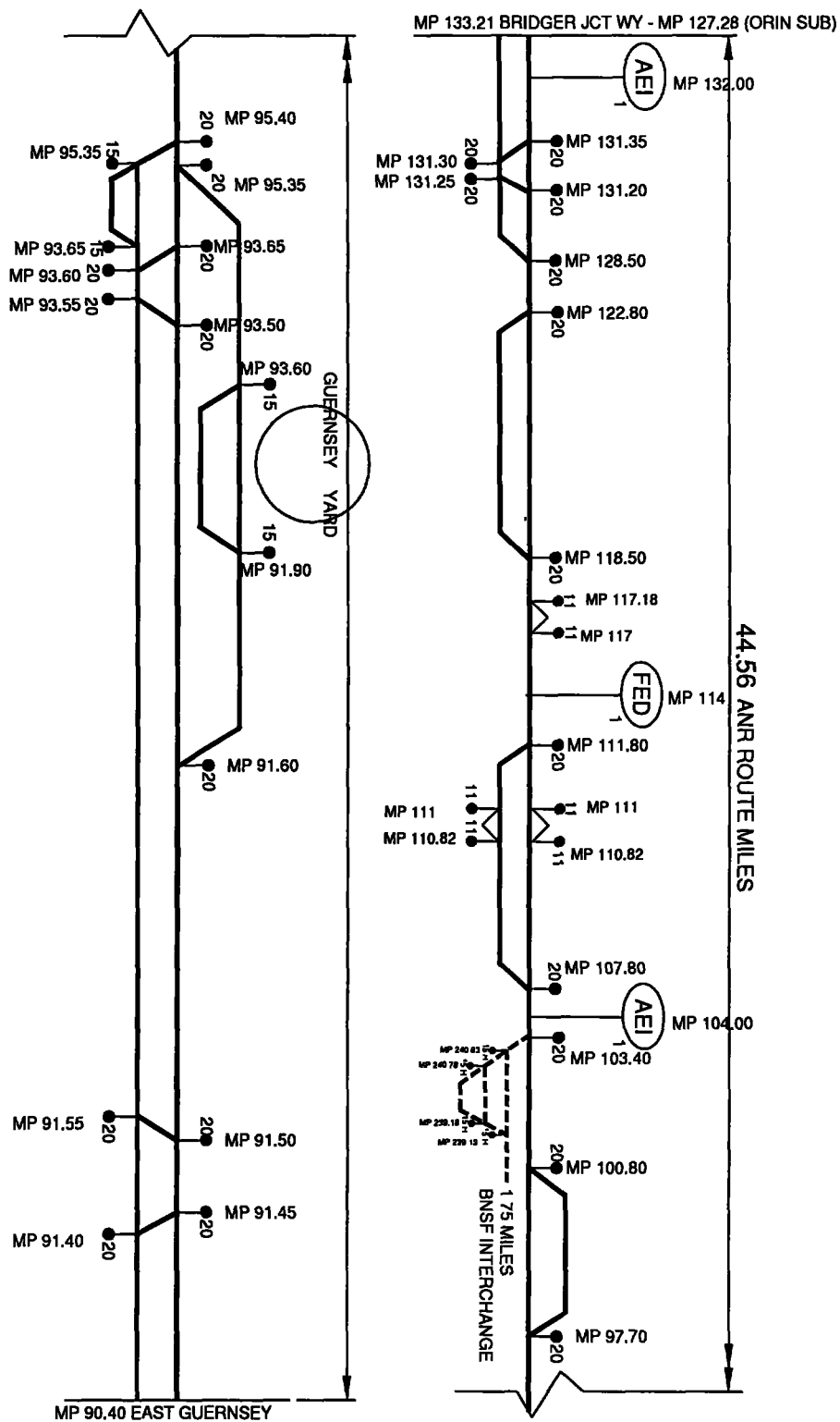
EXHIBIT:
III-B-1

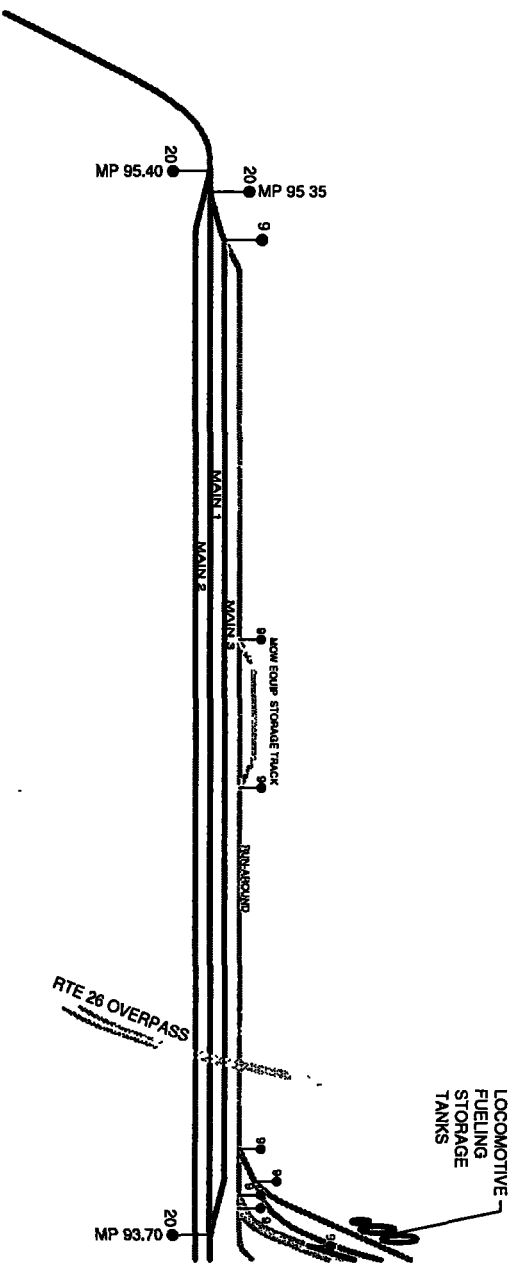
DATE: 1-25-2010

NOT TO SCALE

EXHIBIT:
III-B-1

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CONTINUED ON SHEET 9B

DIVISION: **POWDER RIVER**

SUBDIVISION: **CANYON**

FROM: **GUERNSEY YARD WEST** MP: **91.35**

TO: MP: **91.60**

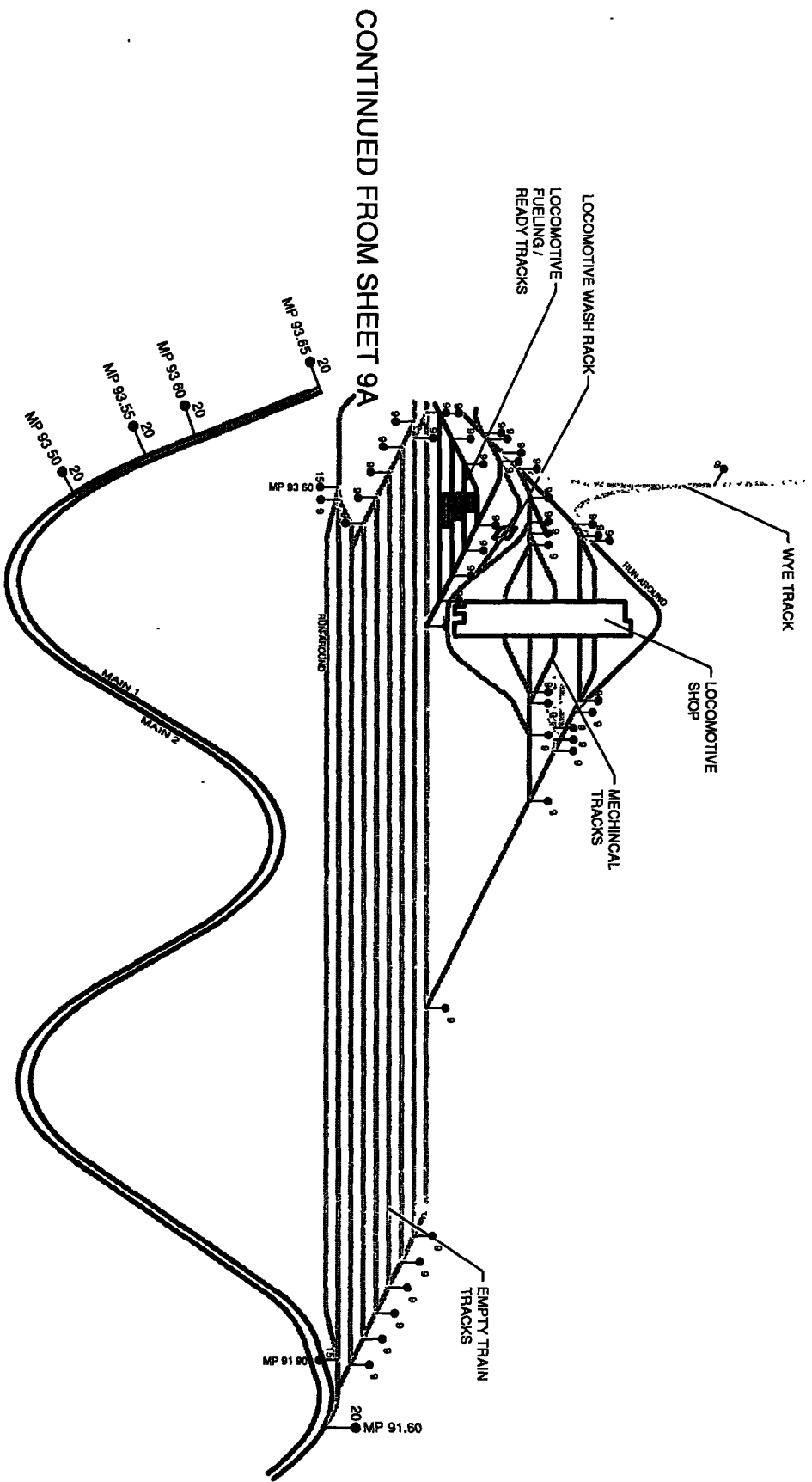
DATE: **1-25-2010**

NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- 20 = TURNOUT TYPE*
- 24 = #24 ELECTRIC
- 20 = #20 ELECTRIC
- 15 = #15 ELECTRIC
- 15# = #15 HAND-THROWN
- 11# = #11 SPRING
- 11# = #11 HAND-THROWN
- 11# = #11 ELECTRIC
- (FED) 1 FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB = HOT BEARING DETECTOR
- DE OR DED = DRAGGING EQUIPMENT DETECTOR
- HW = HOT WHEEL DETECTOR
- (AEI) 1 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

EXHIBIT: **III-B-1**



DIVISION: **POWDER RIVER**

SUBDIVISION: **CANYON**

FROM: **GUERNSEY YARD EAST** MP: **93.35**

TO: MP: **91.60**

DATE: **1-25-2010**

NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- 20 = TURNOUT TYPE
- 24 = #24 ELECTRIC
- 20 = #20 ELECTRIC
- 15 = #15 ELECTRIC
- 13H = #15 HAND-THROWN
- 11S = #11 SPRING
- 11E = #11 ELECTRIC
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB = HOT BEARING DETECTOR
- DE OR DED = DRAGGING EQUIPMENT DETECTOR
- HW = HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

DIVISION: **POWDER RIVER**
 SUBDIVISION: **VALLEY**
 FROM: **EAST GUERNSEY**
 TO: **WEST NORTHPORT**

MP: **90.40**
 MP: **0.40**

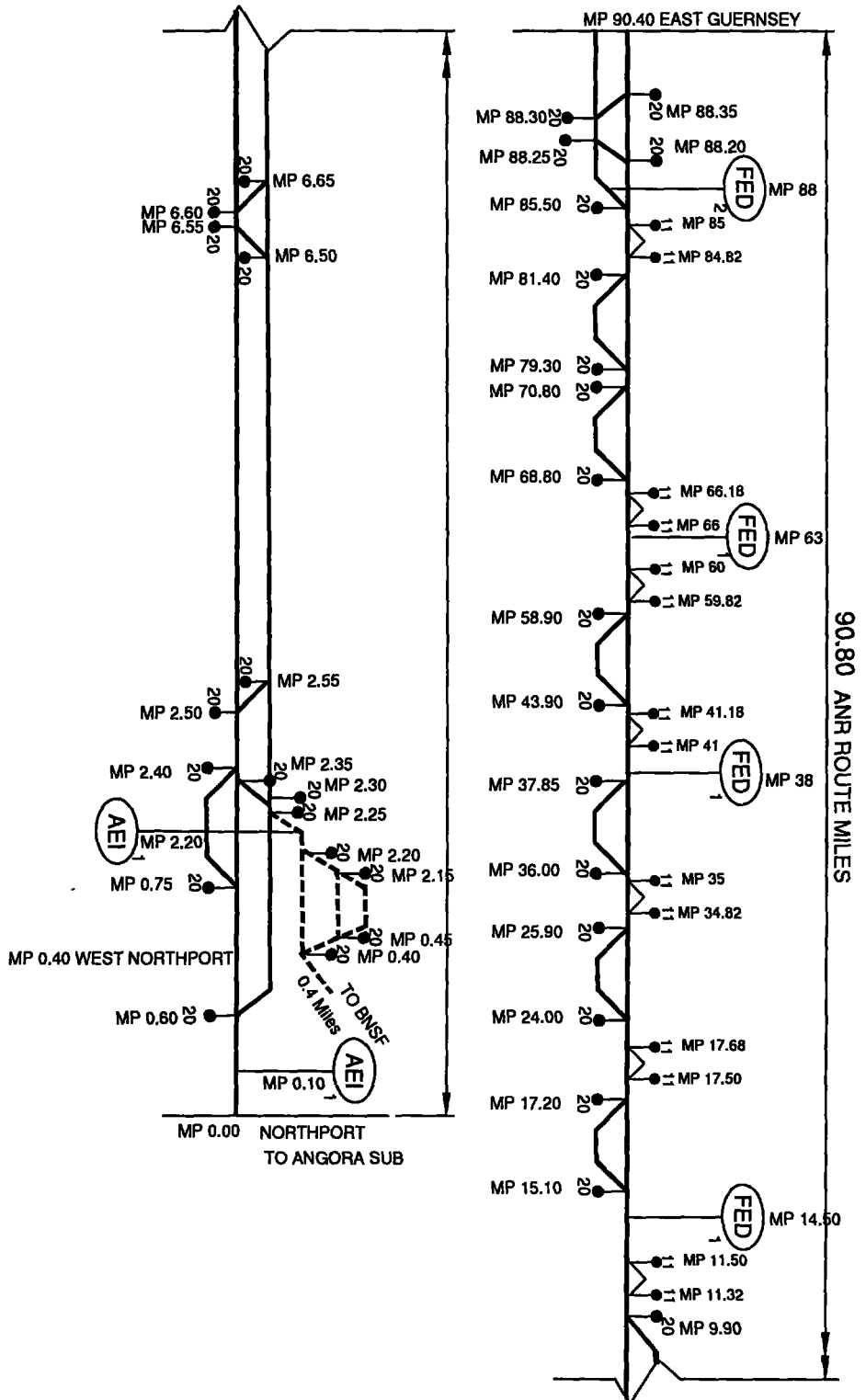
DATE: **1-25-2010**
 NOT TO SCALE

LEGEND:

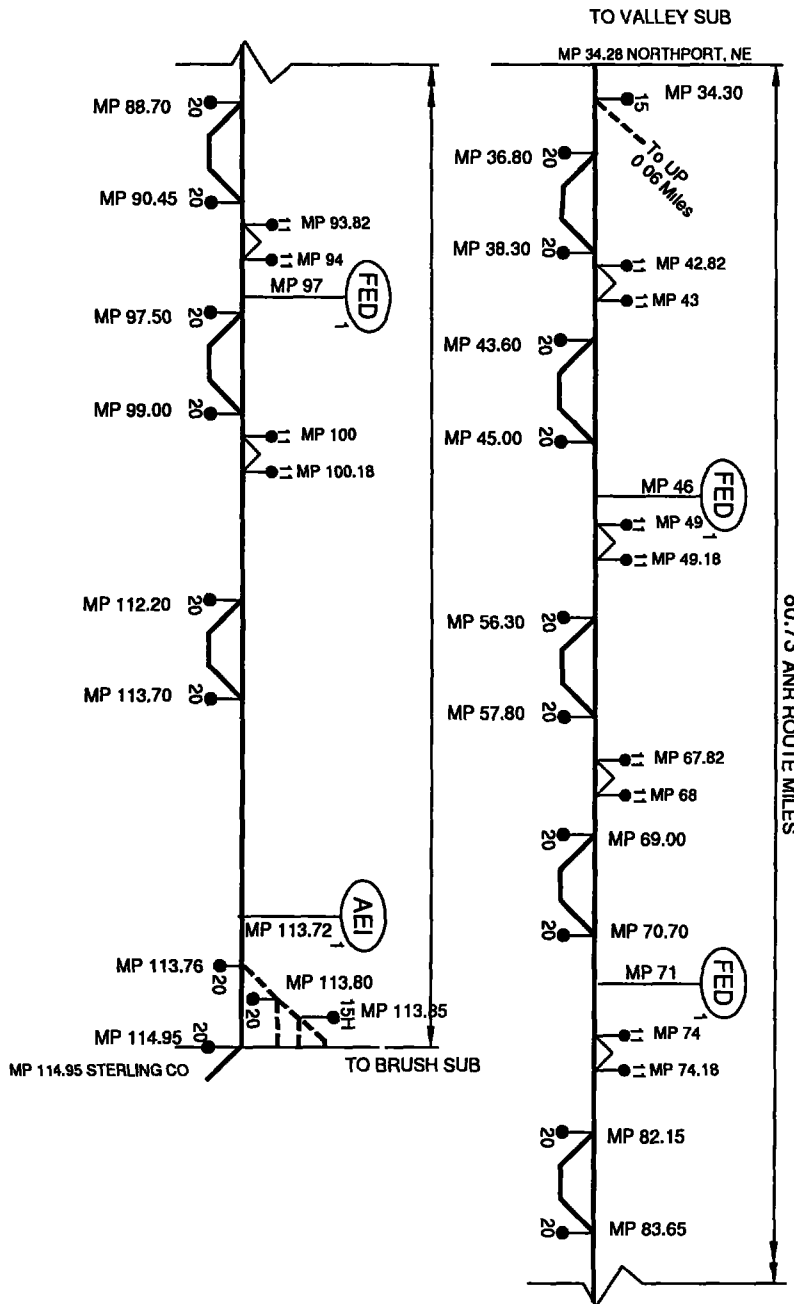
- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- 20" TURNOUT TYPES
- 24 - #24 ELECTRIC
- 20 - #20 ELECTRIC
- 15 - #15 ELECTRIC
- 15H - #15 HAND-THROWN
- 11S - #11 SPRING
- 11 - #11 HAND-THROWN
- 11E - #11 ELECTRIC

(FED) FAILED EQUIPMENT DETECTOR WITH
 DE OR DED - DRAGGING EQUIPMENT DETECTOR
 HW - HOT WHEEL DETECTOR
 (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH
 NUMBER OF TRACKS COVERED

EXHIBIT:
III-B-1



80.73 ANR ROUTE MILES



PAGE 11 OF 28

DIVISION: **POWDER RIVER**

SUBDIVISION: **ANGORA**

FROM: **NORTHPORT**

MP: **34.28**

DATE: **1-25-2010**

NOT TO SCALE

LEGEND:

--- 136# PREMIUM CWR

--- 136# STANDARD CWR

--- 136# CWR CLASS 1 RELAY

20 = TURNOUT TYPE

24 = #24 ELECTRIC

20 = #20 ELECTRIC

15 = #15 ELECTRIC

15H = #15 HAND-THROWN

11S = #11 SPRING

11 = #11 HAND-THROWN

11E = #11 ELECTRIC

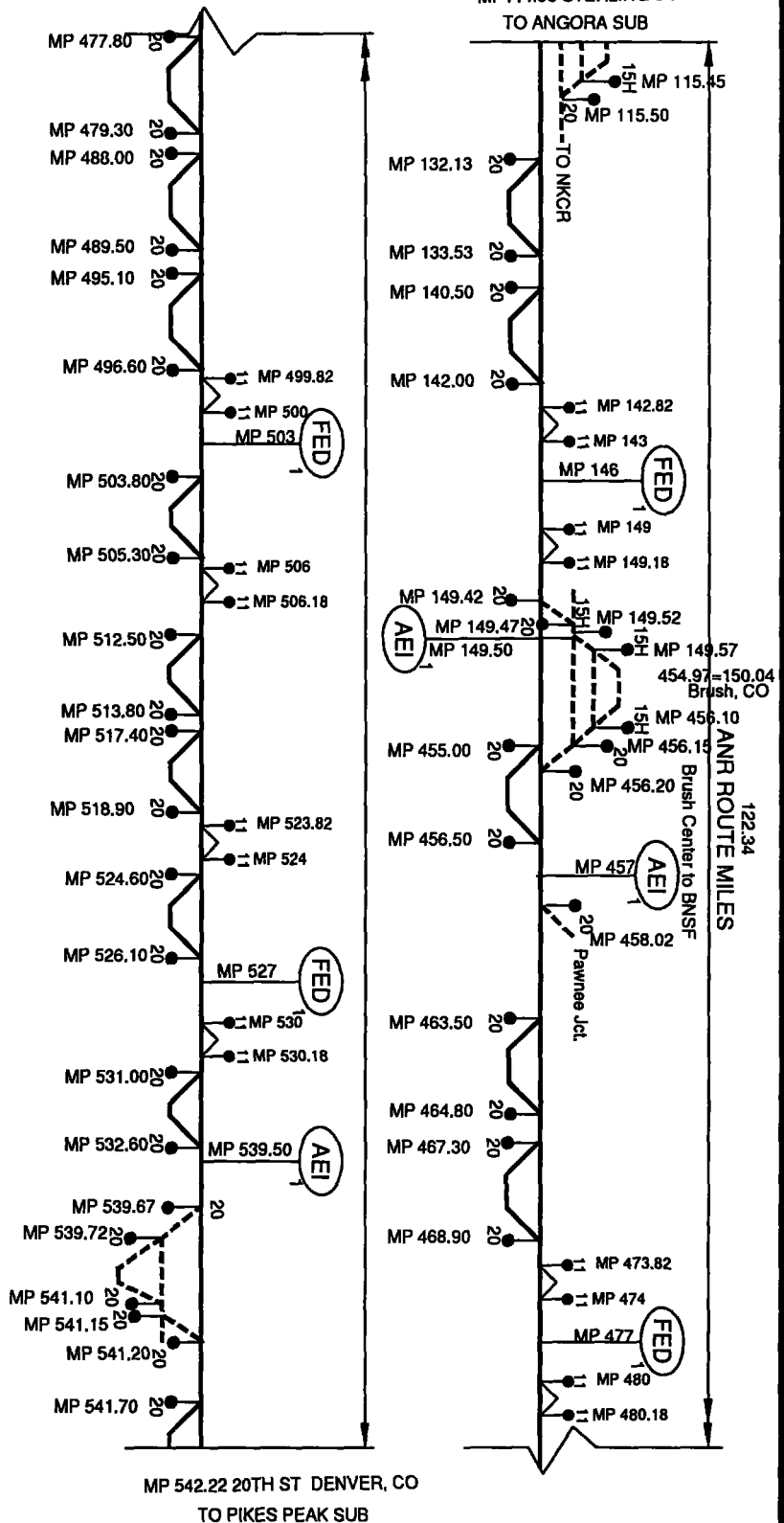
(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

(AEI) DE OR DEB DRAGGING EQUIPMENT DETECTOR

HW = HOT WHEEL DETECTOR

EXHIBIT: **III-B-1**

MP114.95 STERLING CO
TO ANGORA SUB



DIVISION: **POWDER RIVER**

SUBDIVISION: **BRUSH**

FROM: **STERLING**

MP: **114.95**

TO: **20th STREET DENVER**

MP: **542.22**

DATE: **1-25-2010**

NOT TO SCALE

LEGEND:

--- 136# PREMIUM CWR
--- 136# STANDARD CWR
--- 136# CWR CLASS 1 RELAY

(FED) FAILED EQUIPMENT DETECTOR WITH
NUMBER OF TRACKS COVERED

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH
NUMBER OF TRACKS COVERED

* TURNOUT TYPES
24 - #24 ELECTRIC
20 - #20 ELECTRIC
15 - #15 ELECTRIC
15H - #15 HAND-THROWN
11S - #11 SPRING
11E - #11 ELECTRIC

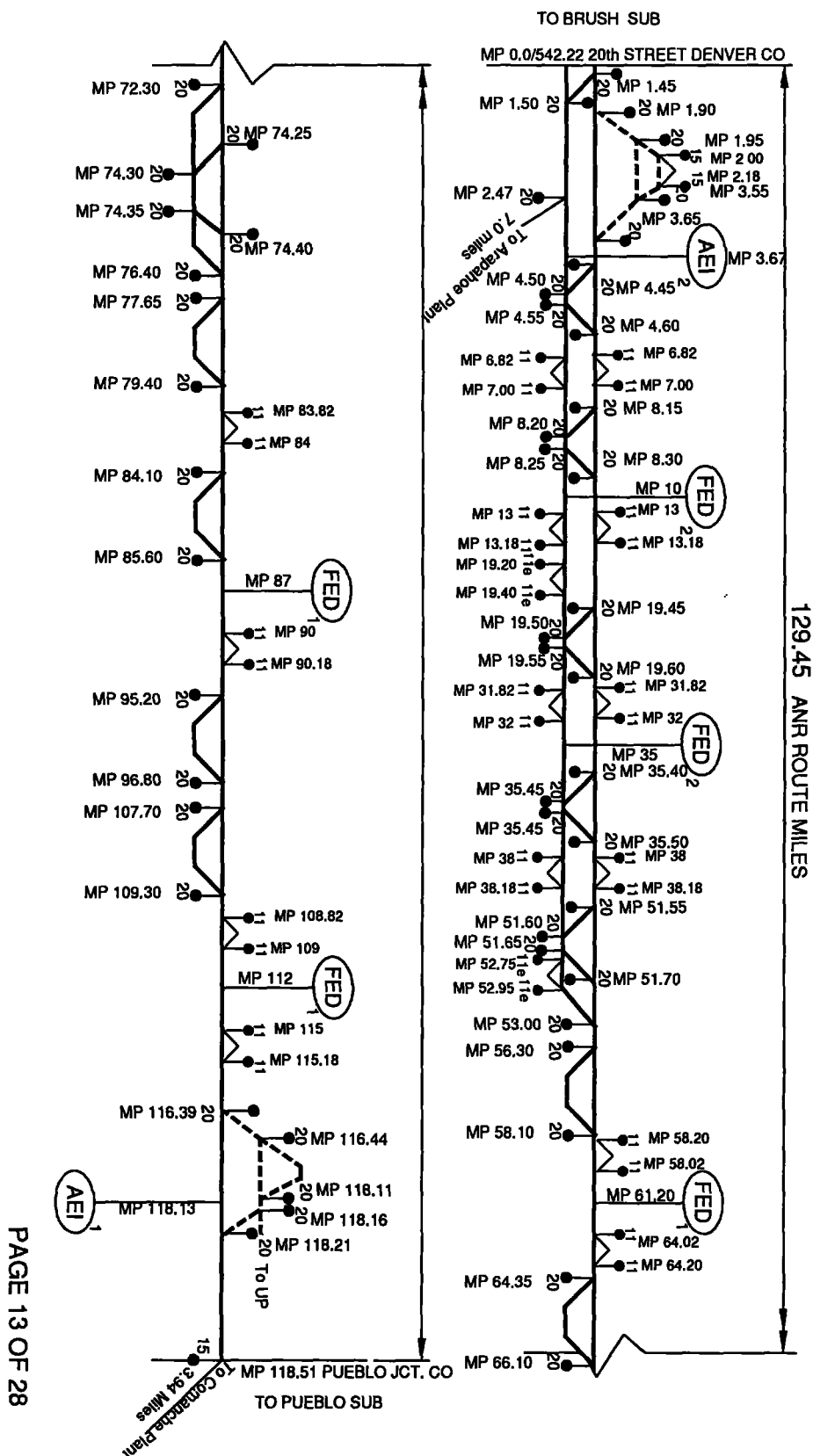
EXHIBIT:

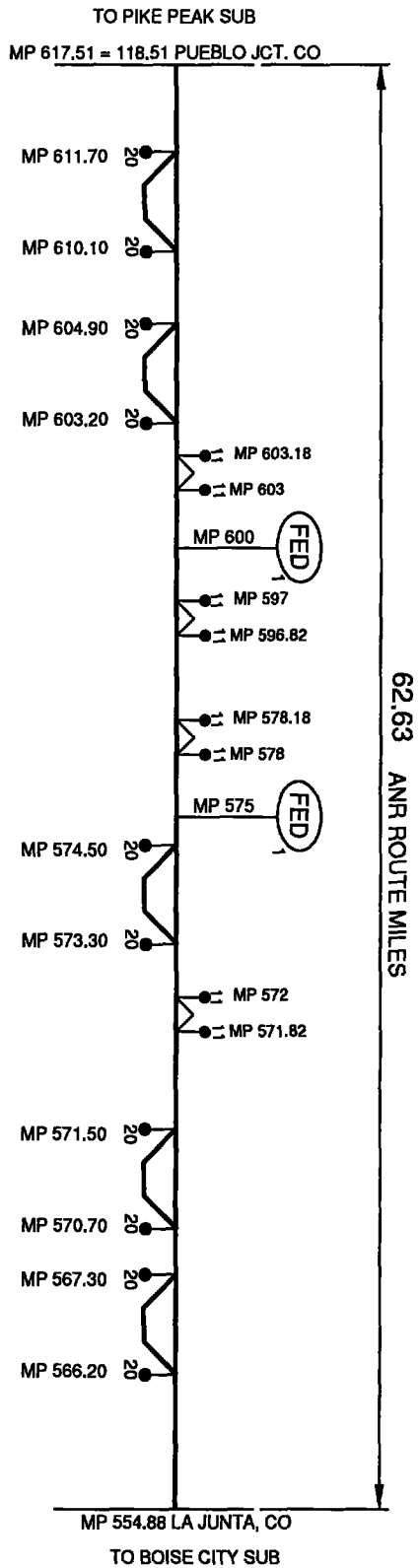
III-B-1

DATE: 1-25-2010

NOT TO SCALE

EXHIBIT:
III-B-1





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DIVISION: **POWDER RIVER**

SUBDIVISION: **PUEBLO**

FROM: **PUEBLO, CO**

TO: **LA JUNTA, CO**

MP: **617.54**

MP: **554.88**

DATE: **1-25-2010**

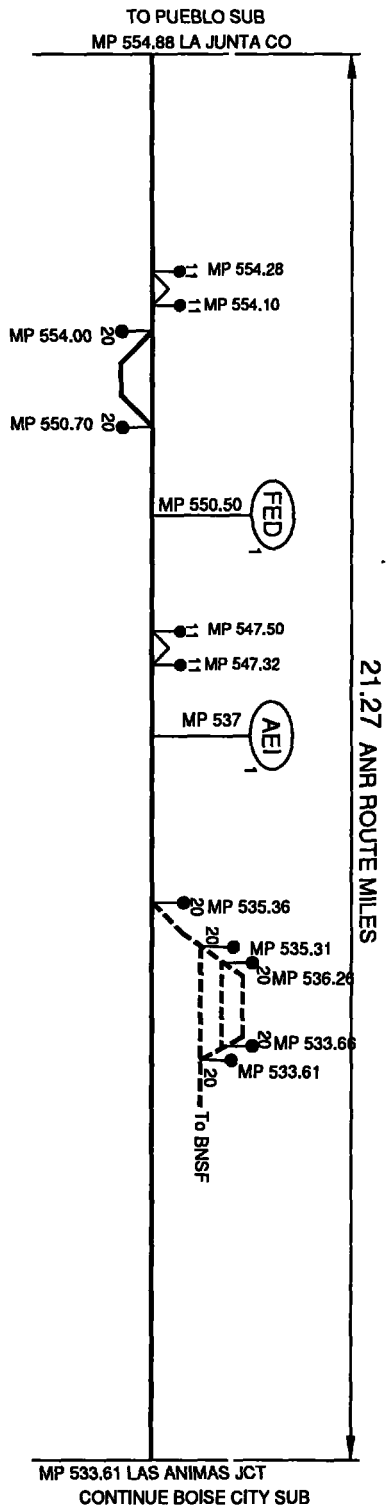
NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- 20 - TURNOUT TYPE*
- 24 - #24 ELECTRIC
- 20 - #20 ELECTRIC
- 15 - #15 ELECTRIC
- 15H - #15 HAND-THROWN
- 11S - #11 SPRING
- 11 - #11 HAND-THROWN
- 11E - #11 ELECTRIC
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

EXHIBIT:

III-B-1



PAGE 15 OF 28

DIVISION: **POWDER RIVER**
SUBDIVISION: **BOISE CITY**
FROM: LA JUNTA, CO MP: 554.86
TO: LAS ANIMAS JCT, CO MP: 533.61

DATE: 1-25-2010
NOT TO SCALE

LEGEND:

• 136# PREMIUM CWR
• 136# STANDARD CWR
• 136# CWR CLASS 1 RELAY

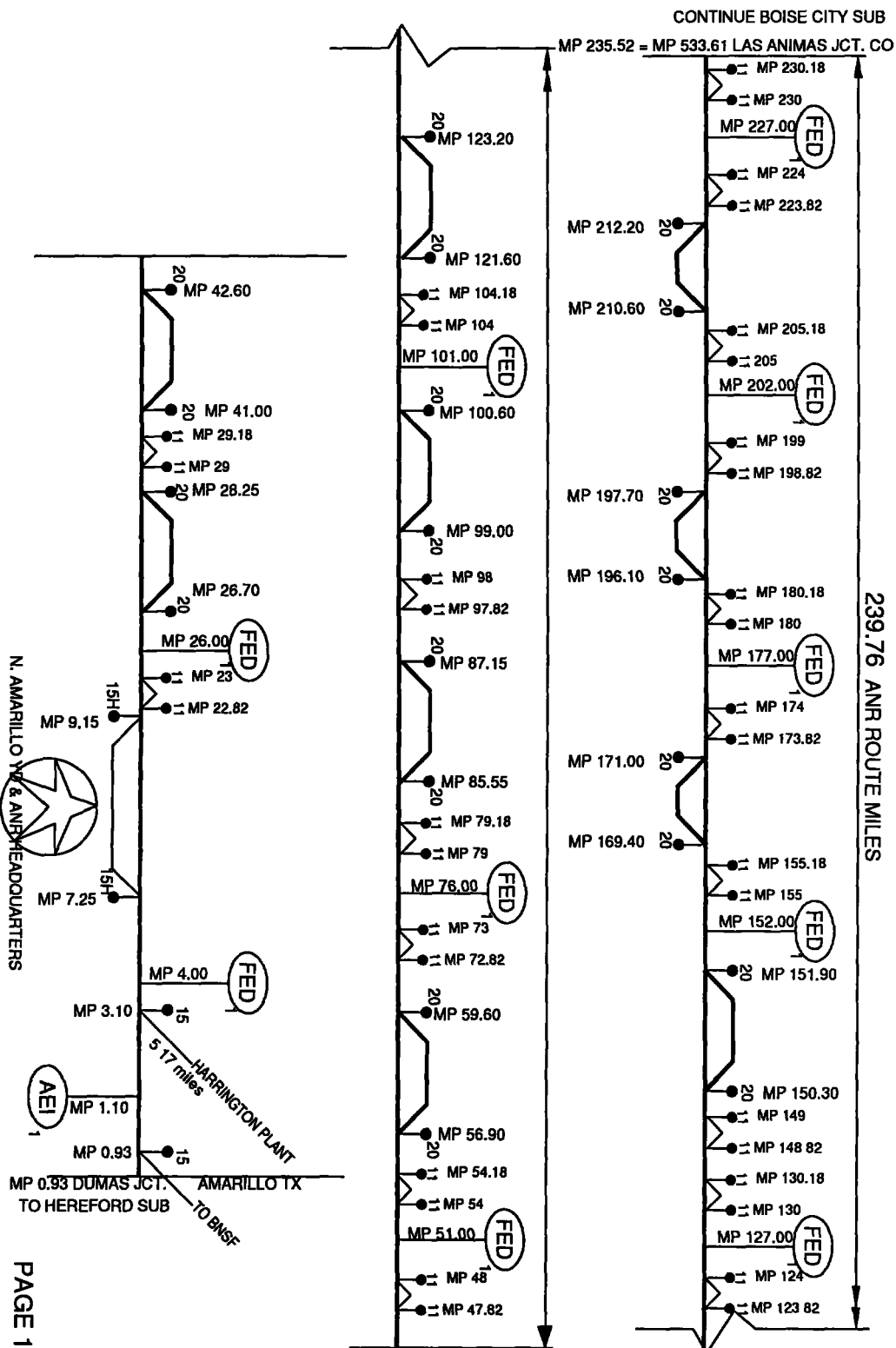
• TURNOUT TYPES
24 - #24 ELECTRIC
20 - #20 ELECTRIC
15 - #15 ELECTRIC
15H - #15 HAND-THROWN
11S - #11 SPRING
11E - #11 ELECTRIC

(FED 1) FAILED EQUIPMENT DETECTOR WITH
NUMBER OF TRACKS COVERED
HB = HOT BEARING DETECTOR
HE = HOT END OF TRACK DETECTOR
HW = HOT WHEEL DETECTOR

(AEI 1) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH
NUMBER OF TRACKS COVERED

EXHIBIT:
III-B-1

239.76 ANR ROUTE MILES



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DIVISION: **POWDER RIVER**

SUBDIVISION: **BOISE CITY**

FROM: **LAS ANIMAS JCT.**

TO: **DUMAS JCT.**

MP: **235.52**

MP: **0.93**

DATE: **1-25-2010**

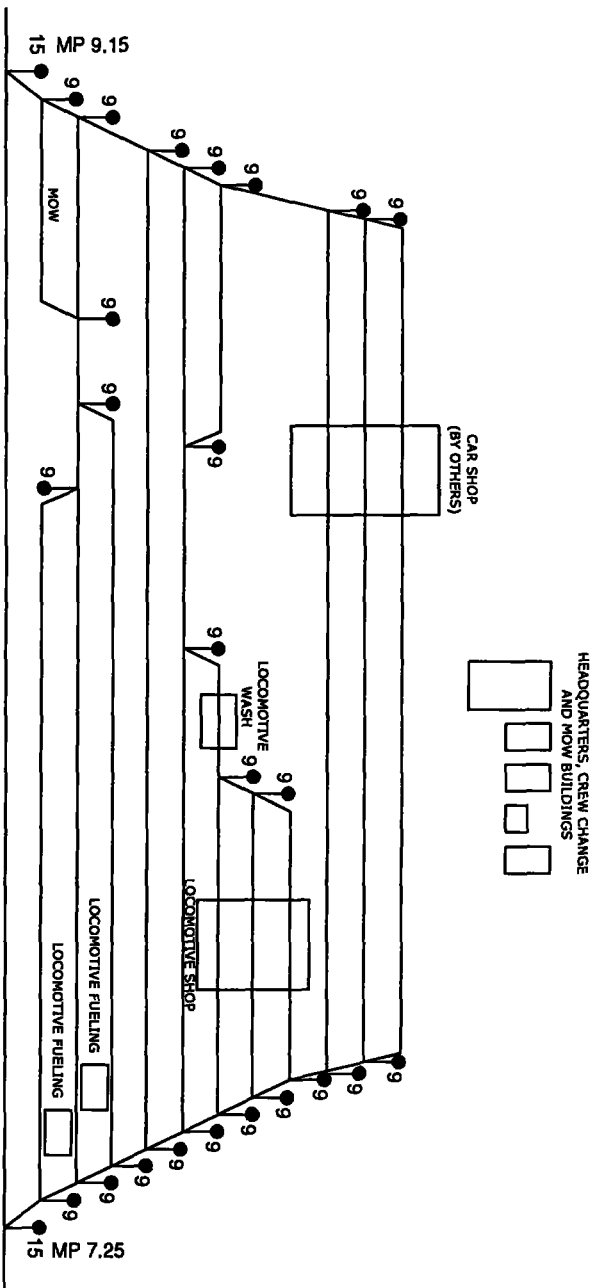
NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- 20 = TURNOUT TYPE
- 24 = #24 ELECTRIC
- 20 = #20 ELECTRIC
- 15 = #15 ELECTRIC
- 15H = #15 HAND-THROWN
- 11S = #11 SPRING
- 11 = #11 HAND-THROWN
- 11E = #11 ELECTRIC
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 15H = HOT BEARING DETECTOR
- DE OR DED = DRAGGING EQUIPMENT DETECTOR
- HW = HOT WHEEL DETECTOR

EXHIBIT:

III-B-1



PAGE 16A OF 28

DIVISION: **POWDER RIVER**

SUBDIVISION: **BOISE CITY**

FROM: **NORTH AMARILLO YARD** MP: **9.15**

TO: MP: **7.25**

DATE: **1/25/10**

NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- * TURNOUT TYPES
 - 24 - #24 ELECTRIC
 - 20 - #20 ELECTRIC
 - 15 - #15 ELECTRIC
 - 15H - #15 HAND-THROWN
 - 11S - #11 SPRING
 - 11 - #11 HAND-THROWN
 - 11E - #11 ELECTRIC
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE ON, DEB - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR

EXHIBIT:

III-B-1

DIVISION: **KANSAS**
 SUBDIVISION: **HEREFORD**
 FROM: **AMARILLO**
 TO: **CLOVIS**

MP: 550.90
 MP: 655.70

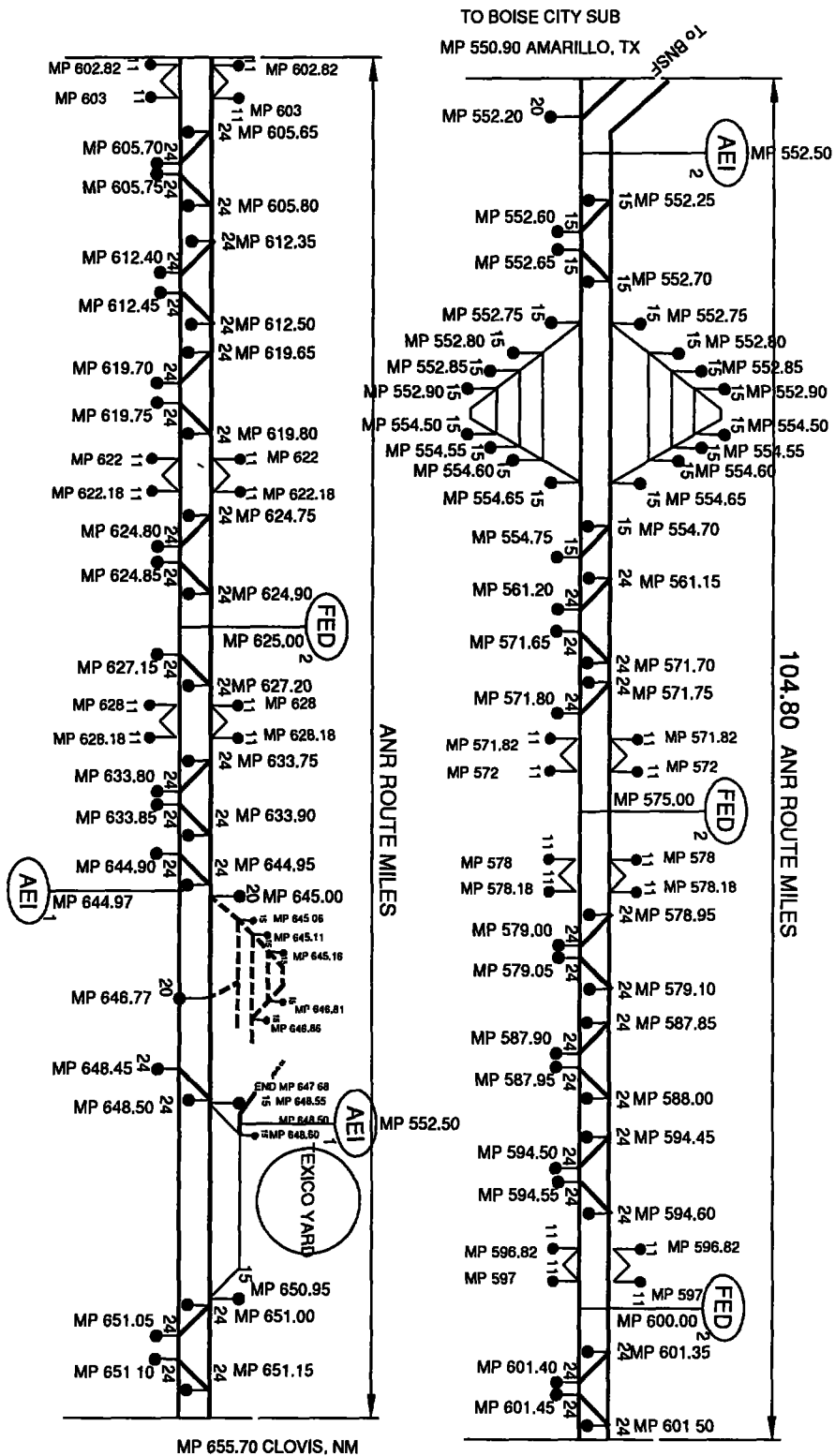
DATE: 1-25-2010
 NOT TO SCALE

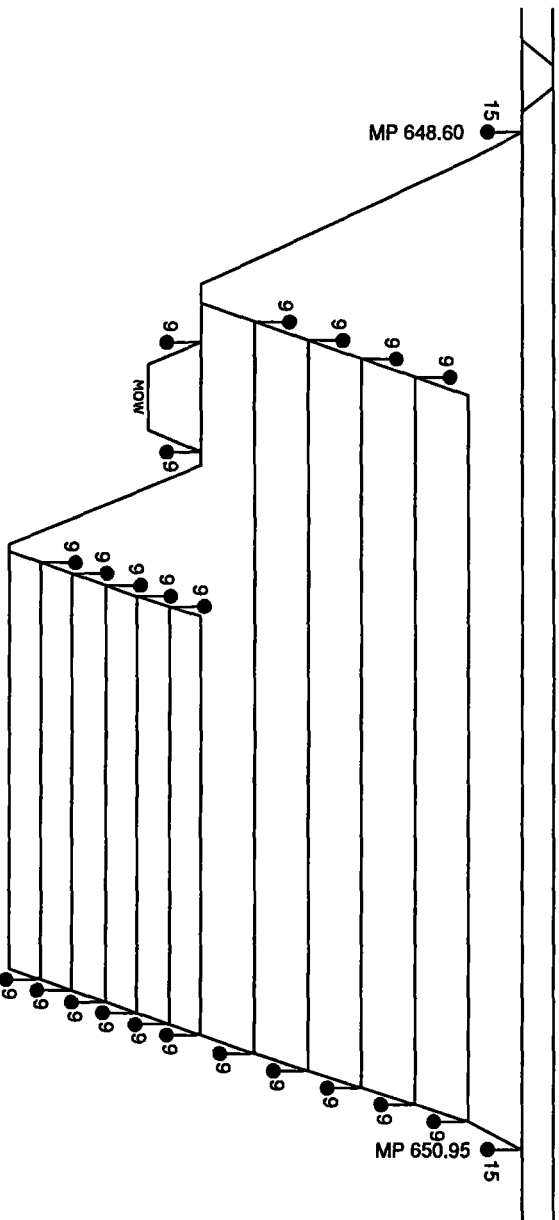
LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- 20 - TURNOUT TYPE
- 24 - #24 ELECTRIC
- 20 - #20 ELECTRIC
- 15 - #15 ELECTRIC
- 15H - #15 HAND-THROWN
- 11S - #11 SPRING
- 11 - #11 HAND-THROWN
- 11E - #11 ELECTRIC
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- (FED) DE OR DED - DIAGGING EQUIPMENT DETECTOR
- (AEI) HW - HOT WHEEL DETECTOR

EXHIBIT: **III-B-1**

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NOTE: YARD AIR AVAILABLE ON ALL TRACKS

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DIVISION: **KANSAS**

SUBDIVISION: **HEREFORD**

FROM: **TEXICO YARD**

TO:

MP: **648.60**

MP: **650.95**

DATE: **1/25/10**

NOT TO SCALE

LEGEND:

— - 136# PREMIUM CWR
 - - - 136# STANDARD CWR
 - - - 136# CWR CLASS 1 RELAY

(FED) FAILED EQUIPMENT DETECTOR WITH
 NUMBER OF TRACKS COVERED

(AEI) HOT BEARING DETECTOR
 DE OR DED - DRAGGING EQUIPMENT DETECTOR
 HW - HOT WHEEL DETECTOR
 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH
 NUMBER OF TRACKS COVERED

* TURNOUT TYPES
 24 - #24 ELECTRIC
 20 - #20 ELECTRIC
 15 - #15 ELECTRIC
 11S - #11 HAND-THROWN
 11E - #11 ELECTRIC

EXHIBIT:

III-B-1

MP: 655.70
MP: 897.60

DATE: 1-25-2010

NOT TO SCALE

AEI

15F- #15 HAND-THROWN	11F- #11 HAND-THROWN
15H- #15 SPALING	11H- #11 ELECTRIC
15B- #15 BATTERY	
15C- #15 CROWBAR	
15D- #15 DITCHER	
15E- #15 EJECTOR	
15F- #15 FAN	
15G- #15 GEAR	
15H- #15 HOIST	
15I- #15 INSULATOR	
15J- #15 JAW	
15K- #15 KNUIFE	
15L- #15 LAMP	
15M- #15 MACHETE	
15N- #15 NAIL	
15O- #15 OIL	
15P- #15 PAIL	
15Q- #15 QUARTZ	
15R- #15 RAIL	
15S- #15 SAIL	
15T- #15 TAIL	
15U- #15 UG	
15V- #15 VEHICLE	
15W- #15 WHEEL	
15X- #15 X-RAY	
15Y- #15 YARD	
15Z- #15 ZEPHYRUS	
15AA- #15 AAR	
15AB- #15 AB	
15AC- #15 AC	
15AD- #15 AD	
15AE- #15 AE	
15AF- #15 AF	
15AG- #15 AG	
15AH- #15 AH	
15AI- #15 AI	
15AJ- #15 AJ	
15AK- #15 AK	
15AL- #15 AL	
15AM- #15 AM	
15AN- #15 AN	
15AO- #15 AO	
15AP- #15 AP	
15AQ- #15 AQ	
15AR- #15 AR	
15AS- #15 AS	
15AT- #15 AT	
15AU- #15 AU	
15AV- #15 AV	
15AW- #15 AW	
15AX- #15 AX	
15AY- #15 AY	
15AZ- #15 AZ	
15BA- #15 BA	
15BB- #15 BB	
15BC- #15 BC	
15BD- #15 BD	
15BE- #15 BE	
15BF- #15 BF	
15BG- #15 BG	
15BH- #15 BH	
15BI- #15 BI	
15BJ- #15 BJ	
15BK- #15 BK	
15BL- #15 BL	
15BM- #15 BM	
15BN- #15 BN	
15BO- #15 BO	
15BP- #15 BP	
15BQ- #15 BQ	
15BR- #15 BR	
15BS- #15 BS	
15BT- #15 BT	
15BU- #15 BU	
15BV- #15 BV	
15BW- #15 BW	
15BX- #15 BX	
15BY- #15 BY	
15BZ- #15 BZ	
15CA- #15 CA	
15CB- #15 CB	
15CC- #15 CC	
15CD- #15 CD	
15CE- #15 CE	
15CF- #15 CF	
15CG- #15 CG	
15CH- #15 CH	
15CI- #15 CI	
15CJ- #15 CJ	
15CK- #15 CK	
15CL- #15 CL	
15CM- #15 CM	
15CN- #15 CN	
15CO- #15 CO	
15CP- #15 CP	
15CQ- #15 CQ	
15CR- #15 CR	
15CS- #15 CS	
15CT- #15 CT	
15CU- #15 CU	
15CV- #15 CV	
15CW- #15 CW	
15CX- #15 CX	
15CY- #15 CY	
15CZ- #15 CZ	
15DA- #15 DA	
15DB- #15 DB	
15DC- #15 DC	
15DD- #15 DD	
15DE- #15 DE	
15DF- #15 DF	
15DG- #15 DG	
15DH- #15 DH	
15DI- #15 DI	
15DJ- #15 DJ	
15DK- #15 DK	
15DL- #15 DL	
15DM- #15 DM	
15DN- #15 DN	
15DO- #15 DO	
15DP- #15 DP	
15DQ- #15 DQ	
15DR- #15 DR	
15DS- #15 DS	
15DT- #15 DT	
15DU- #15 DU	
15DV- #15 DV	
15DW- #15 DW	
15DX- #15 DX	
15DY- #15 DY	
15DZ- #15 DZ	
15EA- #15 EA	
15EB- #15 EB	
15EC- #15 EC	
15ED- #15 ED	
15EE- #15 EE	
15EF- #15 EF	
15EG- #15 EG	
15EH- #15 EH	
15EI- #15 EI	
15EJ- #15 EJ	
15EK- #15 EK	
15EL- #15 EL	
15EM- #15 EM	
15EN- #15 EN	
15EO- #15 EO	
15EP- #15 EP	
15EQ- #15 EQ	
15ER- #15 ER	
15ES- #15 ES	
15ET- #15 ET	
15EU- #15 EU	
15EV- #15 EV	
15EW- #15 EW	
15	

EXHIBIT:

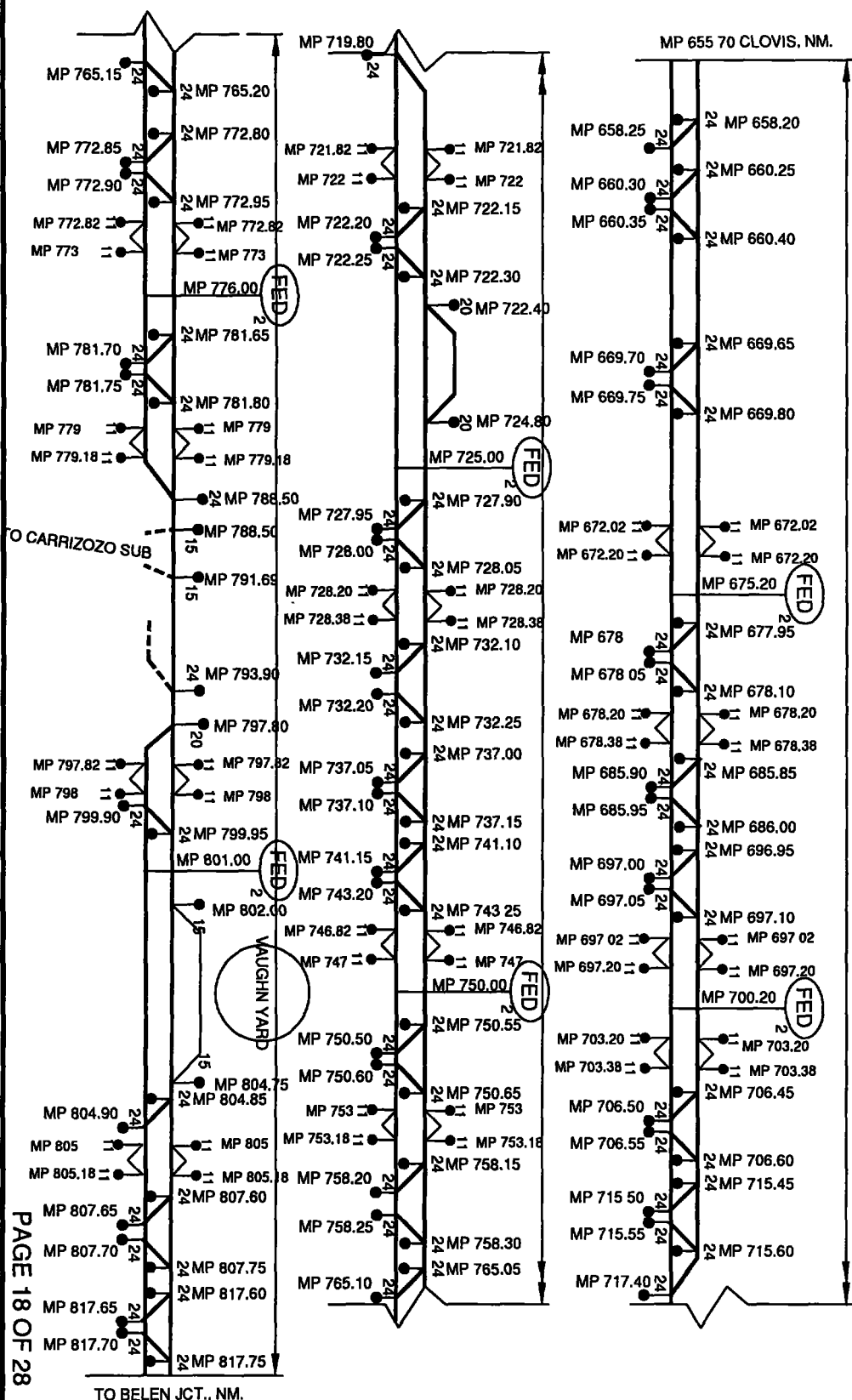
III-B-1

DIVISION: **SOUTHWEST**
SUBDIVISION: **CLOVIS**

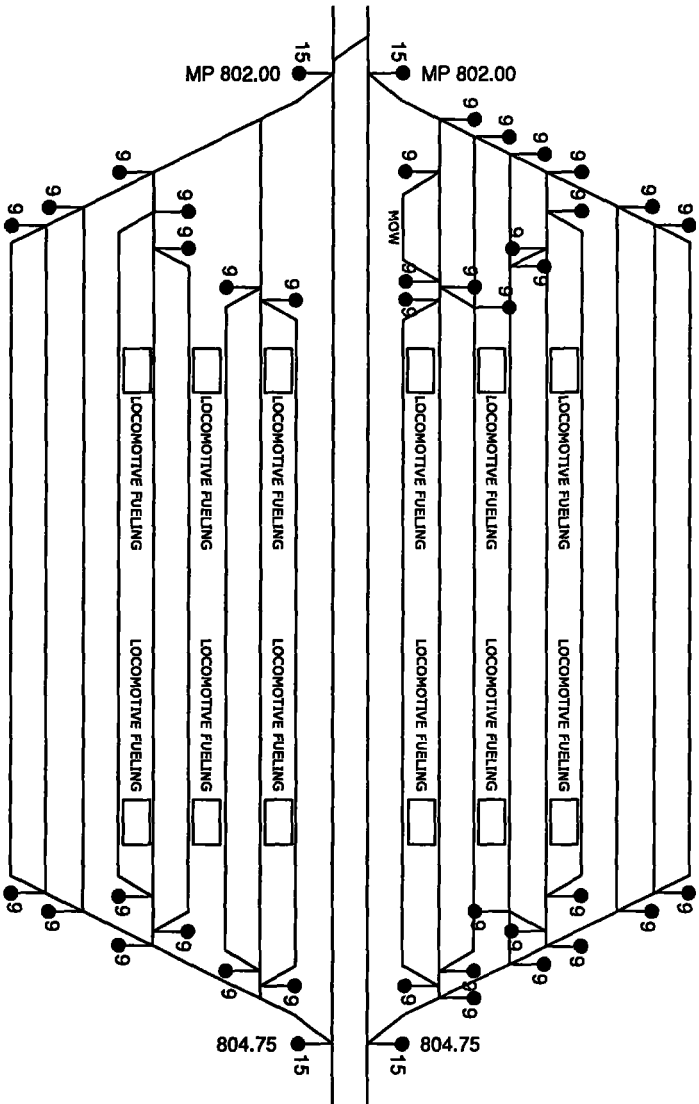
LEGEND:

20 = TURNOUT TYPE

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241.90 ANR ROUTE MILES PAGE 1 OF 2



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DIVISION: **SOUTHWEST**

SUBDIVISION: **CLOVIS**

FROM: **WEST VAUGHN YARD**

TO:

DATE: 1/25/10

MP: 802.00

MP: 804.75

NOT TO SCALE

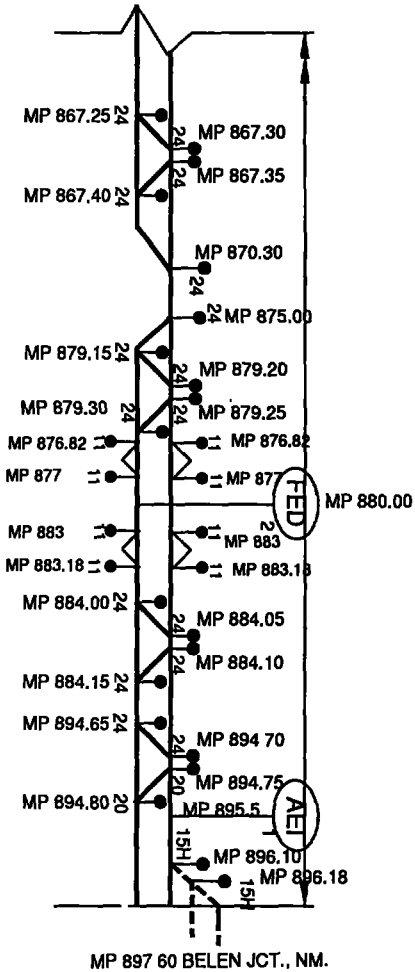
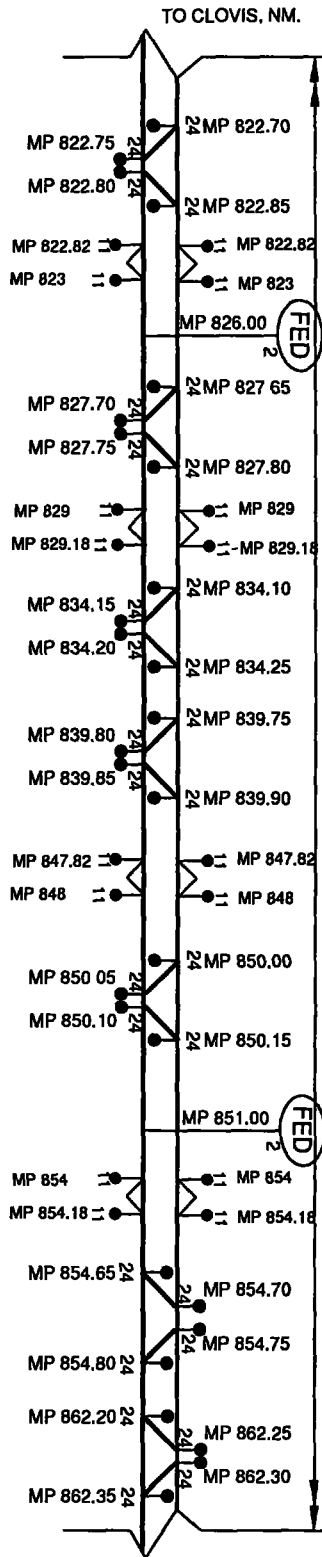
LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- TURNOUT TYPES
 - 24 - #24 ELECTRIC
 - 20 - #20 ELECTRIC
 - 15 - #15 ELECTRIC
 - 13H - #13 HAND-THROWN
 - 11S - #11 SPRING
 - 11 - #11 HAND-THROWN
 - 11E - #11 ELECTRIC
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HE - HOT BEARING DETECTOR
- DE OR DED - DOWNSIDE EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

EXHIBIT:

III-B-1

PAGE 2 OF 2



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DIVISION: SOUTHWEST

SUBDIVISION: CLOVIS

FROM: CLOVIS

TO: BELEN JCT.

DATE: 1-25-2010

MP: 655.70

MP: 897.60

NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY

**(FED) FAILED EQUIPMENT DETECTOR WITH
NUMBER OF TRACKS COVERED**

HB = HOT BEARING DETECTOR
DE OR DED = DRAGGING EQUIPMENT DETECTOR
HW = HOT WHEEL DETECTOR
11- #11 HAND-THROWN
11E- #11 ELECTRIC

AEI
1 **AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH**
NUMBER OF TRACKS COVERED

EXHIBIT:

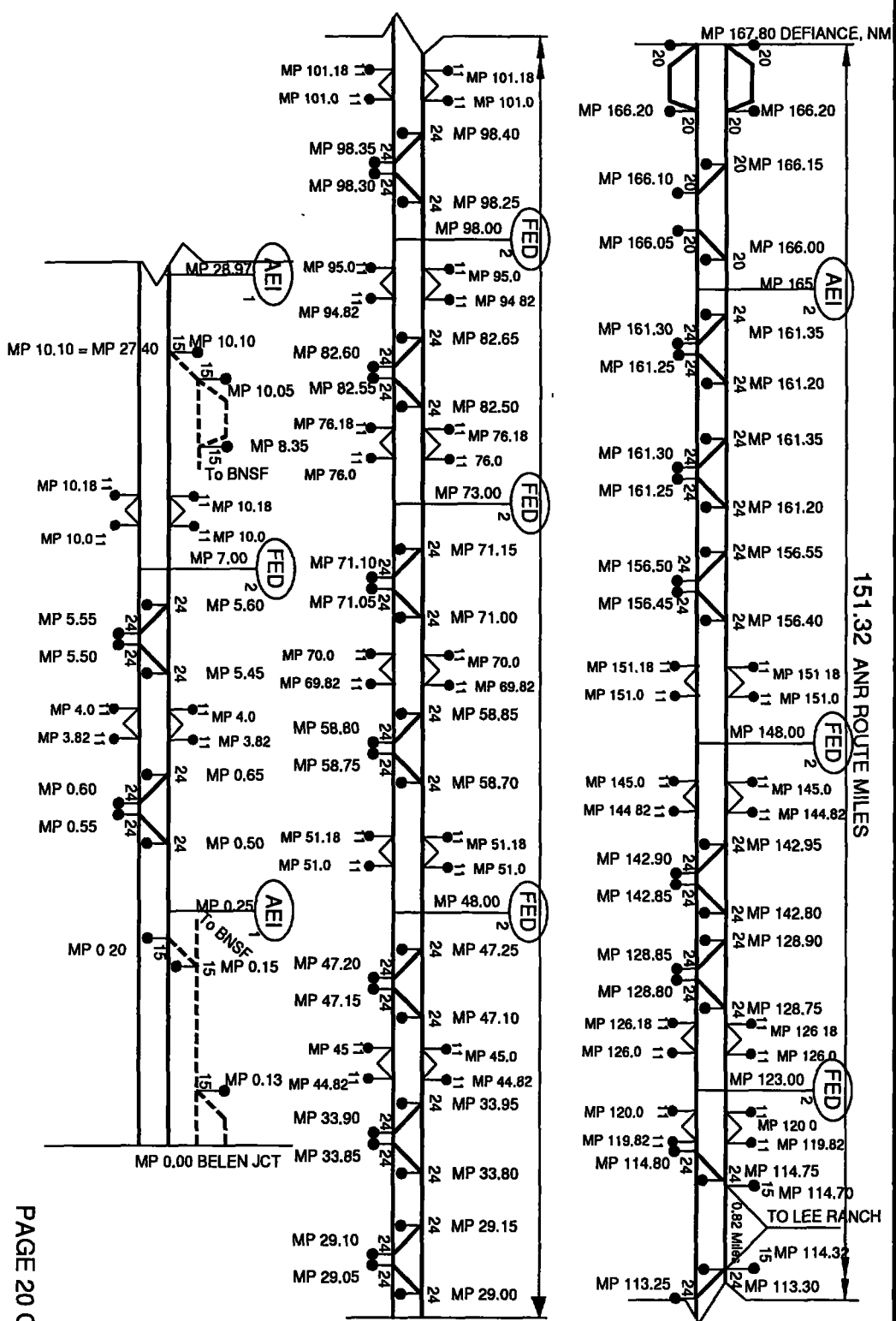
III-B-1

DIVISION: **SOUTHWEST**
 SUBDIVISION: **GALLUP**
 FROM: **BELEN JCT.**
 TO: **DEFIANCE, NM**

MP: **0.00**
 MP: **167.80**
 DATE: **1-25-2010**
 NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- 20 = TURNOUT TYPE
- 24 = #24 ELECTRIC
- 20 = #20 ELECTRIC
- 15 = #15 ELECTRIC
- 15H = #15 HAND-THROWN
- 11S = #11 SPRING
- 11 = #11 HAND-THROWN
- 11E = #11 ELECTRIC
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) HOT BEARING DETECTOR
- (AEI) DE OIL DETECTOR
- (AEI) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED



DATE: 1-25-2010

NOT TO SCALE

LEGEND:

	136# PREMIUM CMR	• TURNOUT TYPES
	136# STANDARD CMR	24 • 224 ELECTRIC
	136# CMR CLASS 1 DELAY	20 • 220 ELECTRIC
		15• #15 ELECTRIC
	FAILED EQUIPMENT DETECTOR WITH	15H• #15 HAND-THROWN
	NUMBER OF TRACKS COVERED	11S• #11 SPRING
	HB = HOT BEARING DETECTOR	11• #11 HAND-THROWN
	DE OR DEB = DRAGGING EQUIPMENT DETECTOR	11E• #11 ELECTRIC
	HH = HOT WHEEL DETECTOR	
	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH	
	NUMBER OF TRACKS COVERED	

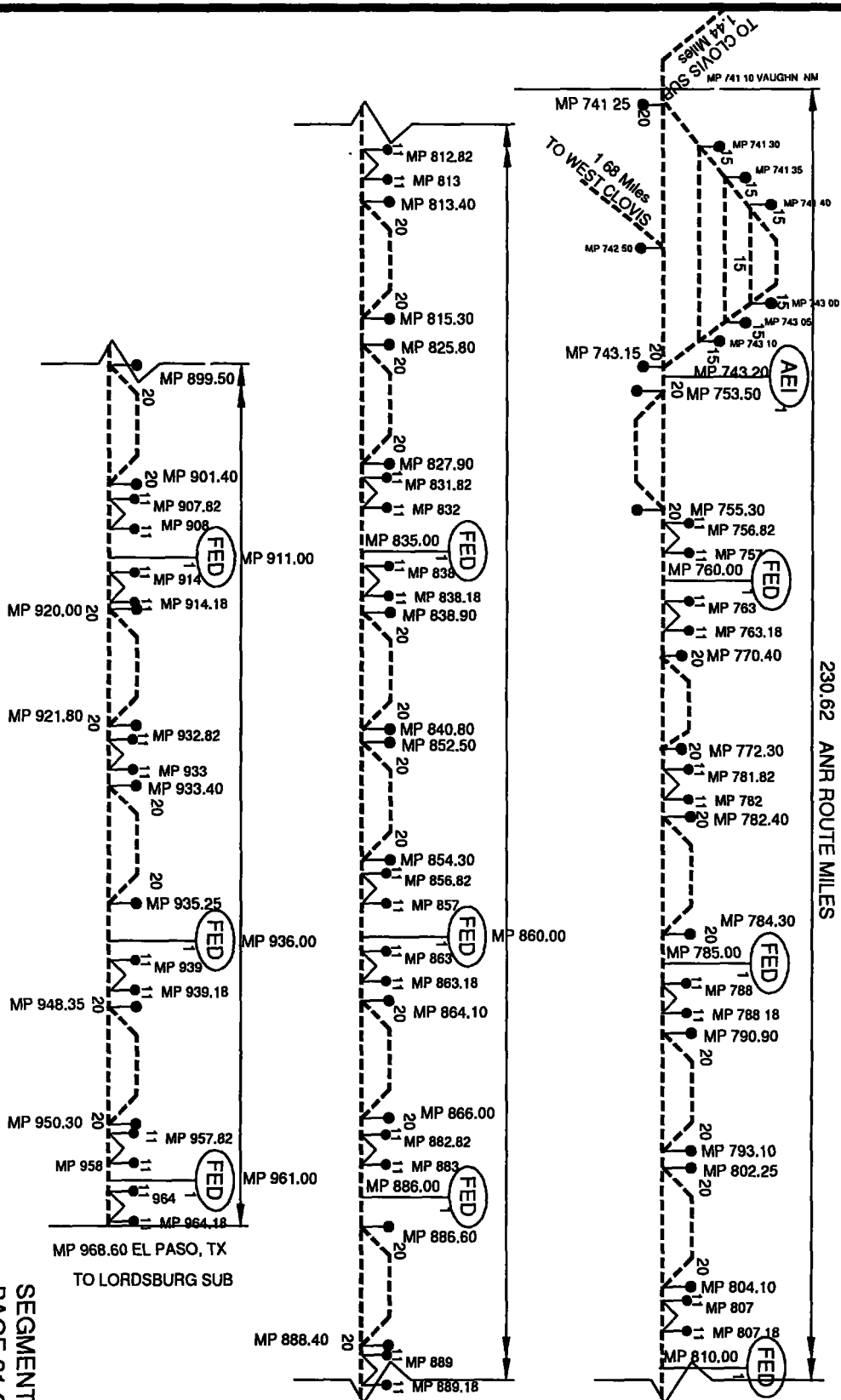
EXHIBIT:
III-B-1

DIVISION: EL PASO

SUBDIVISION: CARRIZOZO

DATE: 1-25-2010

SEGMENT
PAGE 21 OF 28



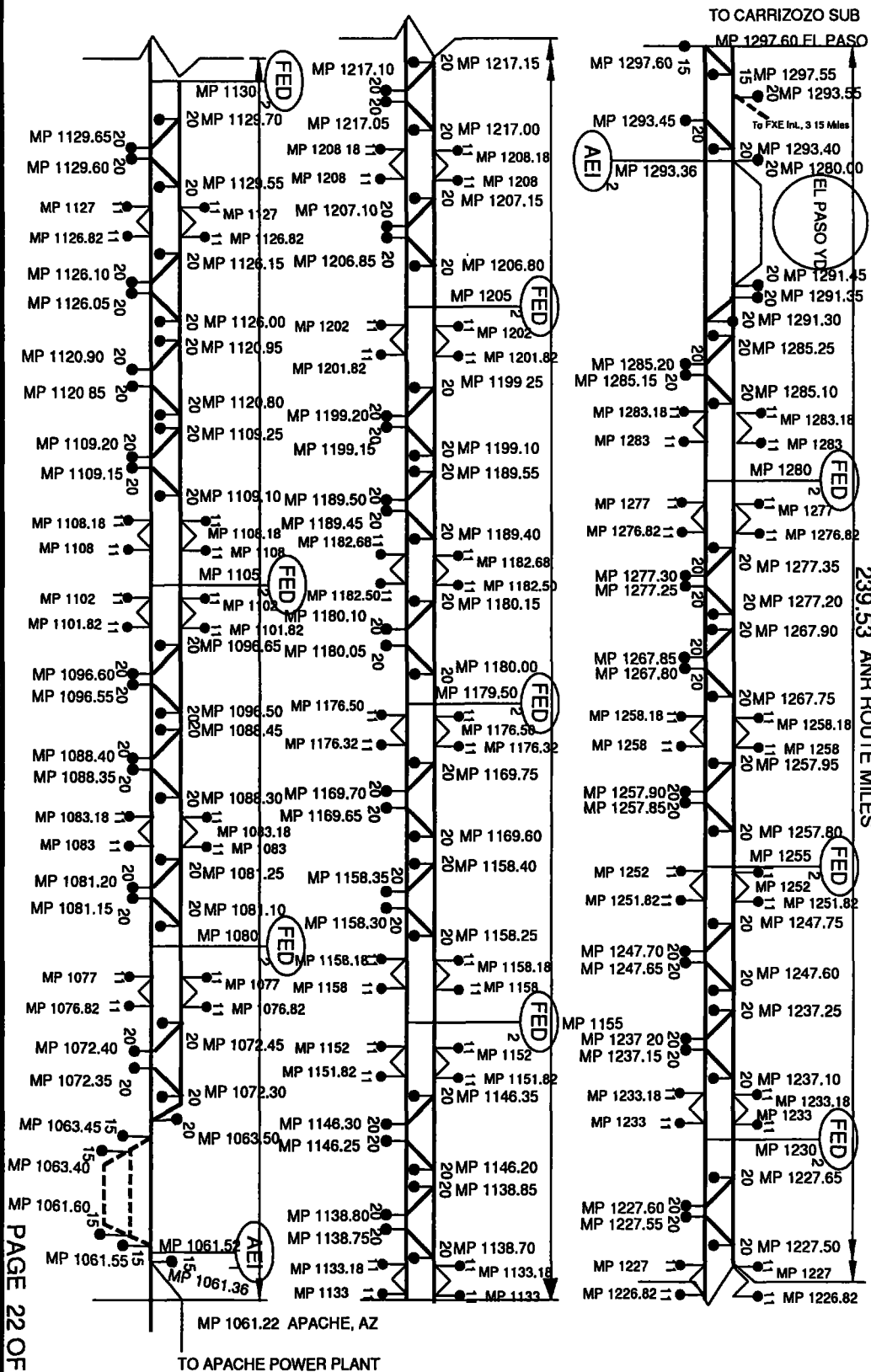
LEGEND:

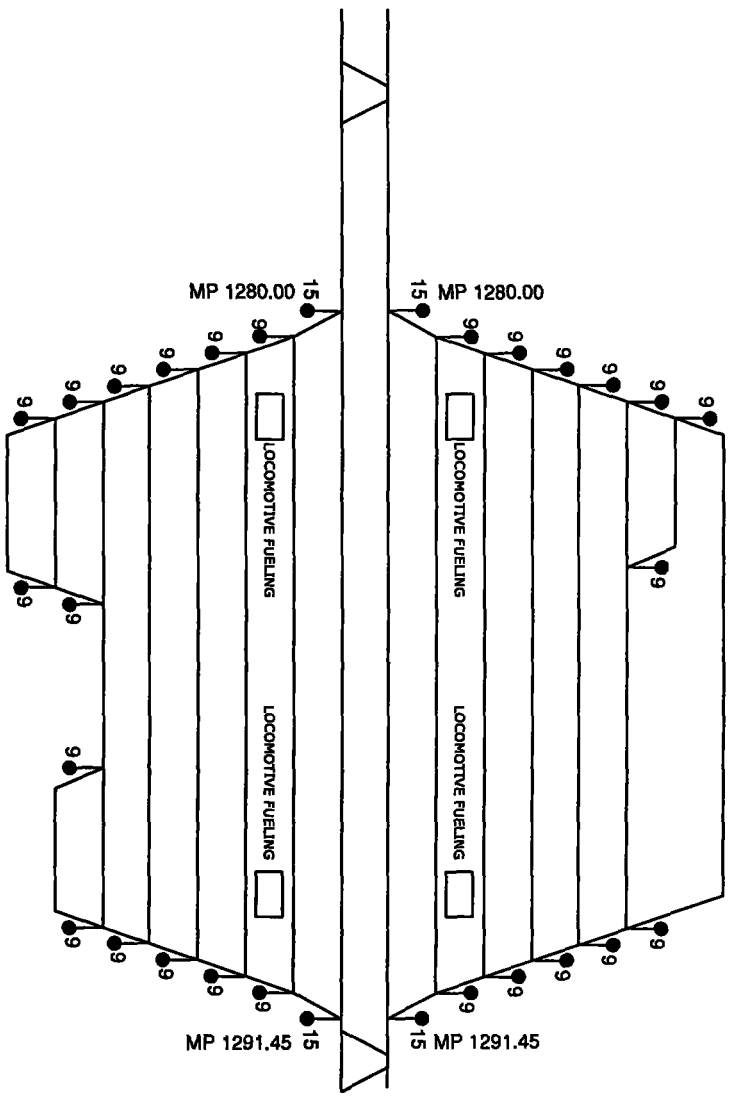
- 20 = TURNOUT TYPE*
- * TURNOUT TYPES
 - 24 - #24 ELECTRIC
 - 20 - #20 ELECTRIC
 - 15- #15 ELECTRIC
 - 15H- #15 HAND-THROWN
 - 11S- #11 SPRING
 - 11- #11 HAND-THROWN
 - 11E- #11 ELECTRIC

(FED) FAILED EQUIPMENT DETECTOR WITH
NUMBER OF TRACKS COVERED
HB = HOT BEARING DETECTOR
HW= HOT WHEEL DETECTOR
DO NOT DEAGG EQUIPMENT DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH
NUMBER OF TRACKS COVERED

EXHIBIT:
III-B-1





DIVISION: **TUSCON**

SUBDIVISION: **LORDSBURG**

FROM: **WEST EL PASO YARD**

TO:

MP: **1280.00**

MP: **1291.45**

DATE: **1/25/10**

NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 136# CWR CLASS 1 RELAY
- TURNOUT TYPES
- 24 - #24 ELECTRIC
- 20 - #20 ELECTRIC
- 15 - #15 ELECTRIC
- 15H - #15 HAND-THROWN
- 11S - #11 SPRING
- 11 - #11 HAND-THROWN
- 11E - #11 ELECTRIC
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DEB - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

EXHIBIT:

III-B-1

EXHIBIT III-C-1
REDACTED



EXHIBIT III-C-3
REDACTED

SUMMARY OF ANR ROAD PROPERTY INVESTMENT COSTS

Section	Title	Description	Unit Cost	Total Cost	South of Laurel	Laurel
III - F - 1	Land		<u>III - F - 1 Subtotal</u>	217,127,324	216,767,869	359,455
III - F - 2	Roadbed Preparation	Earthwork		1,109,002,843	1,081,515,601	27,487,242
		Culverts		38,765,770	37,904,273	861,498
			<u>III - F - 2 Subtotal</u>	1,147,768,613	1,119,419,874	28,348,740
III - F - 3	Track Construction	Geotextile Fabric				
		Subballast & Ballast		188,696,271	187,014,031	1,682,240
		Ties		466,173,133	461,287,842	4,885,291
		Rail		841,784,360	840,290,252	1,494,108
		Other Track Materials		219,483,483	217,474,666	2,008,817
		Turnouts		142,656,870	141,285,612	1,371,258
		Track Installation Labor		859,884,271	850,325,724	9,558,547
			<u>III - F - 3 Subtotal</u>	2,518,678,388	2,497,678,127	21,000,261
III-F-4	Tunnels		<u>III-F-4 Subtotal</u>	54,456,954	35,753,127	18,703,827
III-F-5	Bridges	a Railroad Bridges		785,594,679	781,639,518	3,955,161
		b Highway Overpasses		10,053,606	10,037,730	15,876
			<u>III-F-5 Subtotal</u>	795,648,285	791,677,248	3,971,037
III-F-6	Signal, Communications	Signal System		273,703,000	273,703,000	-
		Communications System		20,852,000	20,852,000	-
			<u>III-F-6 Subtotal</u>	294,555,000	294,555,000	-
III-F-7	Buildings & Facilities	Locomotive Repair Shops		29,364,362	29,364,362	-
		Headquarters Building		3,595,106	3,595,106	-
		Fueling Facilities		37,811,759	37,811,759	-
		Crew, MOW/Roadway Buildings		9,250,537	8,640,282	610,255
		Yard Site Costs		50,971,569	50,971,569	-
		Waterwater Treatment at Yards		-	-	-
			<u>III-F-7 Subtotal</u>	130,993,333	130,383,078	610,255
III - F - 8	Public Improvements	Slide Detector Fencing		57,870	57,870	-
		Floodgates		50,000	50,000	-
		Derrail Sign		17,856	17,856	-
		Milepost signs		65,328	64,676	652
		Grade Crossings		3,365,131	2,966,767	398,363
		Signs, grade crossings		44,394	44,138	256
		Yard Limit Signs		6,628	6,628	-
		Flanger Signs		27,459	27,459	-
		ROW Fencing		56,994,946	56,140,787	854,159
		Snow Fencing		664,757	664,757	-
		Cattle Guards		1,568,000	1,548,000	20,000
			<u>III - F - 8 Subtotal</u>	62,862,368	61,588,938	1,273,431
	Subtotal		<u>Subtotal</u>	5,222,090,265	5,112,070,134	55,563,177
III-F-9	Mobilization	Mobilization (where needed)	2 40%	55,220,022	54,413,785	806,237
III-F-10	Engineering	Engineering	10%	500,496,294	489,530,226	5,520,372
III-F-11	Contingency	Contingency	10%	577,780,658	565,601,415	6,188,979
	III-F TOTAL COST			6,355,587,239	6,221,615,560	68,078,765

**EXTRACTION OF QUANTITIES FROM ICC ENGINEERING
REPORTS FOR VALUATION SECTIONS ON THE ARIZONA & NORTHERN RAILROAD**

FROM (1)	TO (2)	Valuation Section (3)	EXCAVATION QUANTITIES					BORROW QUANTITIES									
			Miles		Miles All Track (6)	Common Excava- tion (CY) 2/ (7)	Loose Rock Excava- tion (CY) 3/ (8)		Solid Rock Excava- tion (CY) 4/ (9)	Total Excava- tion (CY) 5/ (10)	Common Embank- ment (CY) 6/ (11)	Train Overhaul <10,000' (CY) 1000/ 7/ (12)	Train Overhaul >10,000' (CY) 1000/ 7/ (13)	Train Overhaul >25,000' (CY) 1000/ 7/ (14)	Loose Rock Embank- ment (CY) 8/ (15)	Solid Rock Embank- ment (CY) 9/ (16)	Borrow (CY) 10/ (17)
			Miles Main Line (4)	Miles Other Main Line (5)													
1	Judith Gap	GN-11-MT	101 670		115 027	1 008 891	706 240	1 176 677	2 881 808	3 015 703					50 394	1 900	3 067 997
2	Huntley	CBQ-1A-MT	101 944		131 742	1 077 614	6 399	2 111	1 086 124	2 296 937							2 296 937
3	SDWY Line	CBQ-6AB-WY	236 908		339 276	3 297 849	555 676	317 929	4 171 454	8 042 009					1 069		8 043 078
4	Bridger Jct	CBQ-2D-WY	30 824		34 838	676 376	104 509	117 520	898 405		86 100						11 480
5	Wendover	CS-2-WY	120 531		133 821	2 493 137	216 091	71 054	2 782 282						744		2 554 208
6	WYNE Line	CBQ-2ABC-WY	58 270		77 116	1 161 650	274 154	871 756	2 307 560	832 138							832 138
7	WYNE Line	CBQ-2B-NE	54 085		72 265	77 591	586	1 395	79 572								2 554 208
8	Alliance	CBQ-2B-NE	86 866		104 741	1 113 896	139 268	206 106	1 459 270	832 138							832 138
9	Brush	CBQ-5AB-CO	39 233		56 981	359 230	3 847	11 540	374 617	2 792 526		884 800			10 940	121	2 803 587
10	Julesburg	UP-5-CO	151 506		191 374	3 115 764	300	140 026	3 256 090	889 371							889 371
11	COINE Line	CBQ-1-CO	169 130		218 024	1 030 418	84 390	56 863	1 171 671	4 533 299							4 533 299
12	Denver	CBQ-2-CO	9 113		48 482	204 867	0	0	204 867	897 305							897 305
13	Denver	DRGW-1BCD-CO	12 644	9 860	64 903	301 285	3 014	0	304 299	251 784							251 784
14	Littleton	DRGW-2ABCD-CO	107 899	14 754	161 773	2 400 060	120 224	10 932	2 531 216	529 435					18 863		529 435
15	Eden	DRGW-3-CO	12 329	10 405	72 075	146 600	138 167	67 658	352 425	991 524							1 010 387
16	Pueblo	ATSF-3-CO	56 224		118 953	170 082	0	25 097	195 179	2 028 744					393		2 029 137
17	La Junta	ATSF-1-CO	85 744		160 981	522 918	8 862	39 725	571 505	2 203 310							2 203 310
18	Las Animas	CCCV-1A-CO	92 140		92 140	550 828	322 434	402 919	1 276 181	817 731					2 034	83 793	817 731
19	COJOK Line	ESF-2A-OK	20 770		20 770	133 119	21 782	246 780	401 681	368 450					265 465		454 277
20	Boise City	OKTX Line	21 077		22 081	76 759	5 510	95 375	177 644	1 629 030					29		1 661 661
21	OKTX Line	NPSF-1-TX	100 483		119 873	408 267	327 861	588 705	1 325 833								2 536 887
22	Anarillo	PNT-1-TX	94 933		138 890	261 604	61 295	39 720	362 619	1 861 661							1 861 660
23	TXNM Line	ATSF-10-NM	139 732		189 254	3 259 728	297 798	718 002	4 275 529								124 104
24	Santa Rosa	EPRI-1-NM	127 493		151 723	2 394 247	758 189	443 758	3 596 194	858 820					29 751		81 122
25	Carrizozo	EPNE-1-NM	124 833		154 607	316 629	159 920	19 708	496 257						60 346		199 695
26	El Paso	EPNE-1-TX	19 943		35 366	27 728	24 300	280	52 308								17 008
27	Arizona State Line	SP-1-NM	167 902		222 010	2 166 025	218 006	287 993	2 672 024	17 008							17 008
28	ArizNM Line	SP-5-AZ	91 611		120 420	1 508 043	105 615	60 259	1 673 917								13 412
29	Isleta	ATSF-13,13A-NM	214 224	17 776	298 660	7 261 860	137 397	458 762	7 858 019	488							641 608
30	Vaughn	ATSF-9-NM	108 492		146 070	4 179 585	426 068	1 065 181	5 670 834	5 984							583 724
31	Pueblo Jct	CS-8-CO	5 456		10 545	87 078	45 319	43 393	175 790								1 408

Source ICC Engineering Reports
CY= Cubic Yards

- 1/ Includes 2nd and 3rd main line
- 2/ Sum of cubic yards of excavation identified as "common" and "backfill" as shown on the ICC Engineering Reports
- 3/ Sum of cubic yards of "loose rock" under "Excavation" as shown on the ICC Engineering Reports
- 4/ Sum of cubic yards of "solid rock" under "Excavation" as shown on the ICC Engineering Reports
- 5/ Sum of Columns (7) through (9)
- 6/ Sum of cubic yards of embankment identified as "common" as shown on the ICC Engineering Reports
- 7/ Units (CY1000) of "train overhaul" by category under "Excavation" as shown on the ICC Engineering Reports
- 8/ Sum of cubic yards of embankment identified as "loose rock" as shown on the ICC Engineering Reports
- 9/ Sum of cubic yards of embankment identified as "solid rock" as shown on the ICC Engineering Reports
- 10/ Column (11) + [(Column (12) - 7,500 feet) + (Column (13) + 17,500 feet) + (Column (14) - 40,000 feet)] x 1000 + Column (15) + Column (16)

**EXTRACTION OF QUANTITIES FROM ICC ENGINEERING
REPORTS FOR VALUATION SECTIONS ON THE ARIZONA & NORTHERN RAILROAD**

PROTECTION OF ROADWAY																					
Retaining Walls										Lateral Drainage											
Rip Rap		Cubic Yards		CY of Masonry		Timber (MBM)		Timber Ties (Each)		Logs (LF)		Piling (LF)		LF of Pipe		Clearing (acres)		Grubbing (acres)			
Valuation Section (3)	Miles Main Line (4)	Miles All Track (6)	Total (18)	Per Main Line (19)	Total (20)	Per Main Line (21)	Total (22)	Per Main Line (23)	Total (24)	Per Main Line (25)	Total (26)	Per Main Line (27)	Total (28)	Per Main Line (29)	Total (30)	Per Main Line (31)	Total (32)	Per Track Mile (33)	Total (34)	Per Track Mile (35)	
1. GN-11-MT	101.67	115.027	20,030	197	0	0	0	0	0	0	0	0	0	0	0	0	0	46.68	0.41	4.78	0.04
2. CBO-1A-MT	101.944	131.742	17,802	175	0	0	362	3.55	0	0	0	0	26,131	256	0	0	0	799.17	6.07	68.38	0.52
3. CBO-6AB-WY	236.908	339.276	12,985	55	0	0	70.90	0.30	763	3	576	2	0	0	0	15,108	64	256.92	2.03	65.28	0.19
4. CBO-2D-WY	30.824	34.838	420	14	0	0	0.40	0.01	0	0	0	0	7,071	59	0	0	0	70.61	0.28	4.00	0.11
5. CS-2-WY	120.531	133.821	10,886	90	0	0	3.34	0.03	0	0	0	0	0	0	0	1,174	20	39.00	0.42	6.94	0.09
6. CBO-2ABC-WY	58.27	77.116	8,973	154	0	0	57.10	0.98	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
7. CBO-28-NE	54.085	72.265	4,095	76	0	0	39.10	0.72	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
8. CBO-28-NE	86.866	104.741	4,308	50	0	0	0.70	0.01	8	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
9. CBO-5AB-CO	39.233	56.981	5,709	146	0	0	11.80	0.30	0	0	0	0	30	1	0	0	0	0.00	0.00	0.00	0.00
10. UP-S-CO	151.506	191.374	20,090	133	0	0	0	0.00	0	0	0	0	0	0	0	0	0	34.00	0.18	0.00	0.00
11. CBO-1-CO	169.13	218.024	15,099	89	91	1	0	0.00	138	1	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
12. CBO-2-CO	9.113	48.482	7,858	862	0	0	0	0.00	0	0	0	0	0	0	0	0	0	25.19	0.52	0.00	0.00
13. DRGW-1BCD-C	12.644	64.903	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0	2.76	0.04	1.24	0.02
14. DRGW-2ABCD-	107.899	161.773	5,533	51	2,019	19	49.24	0.46	0	0	0	0	108	1	28	0	0	55.05	0.34	23.08	0.14
15. DRGW-3-CO	12.329	72.075	7,092	575	4,698	381	23.60	1.91	0	0	0	0	6,420	521	21	2	5.04	0.07	0.90	0.01	
16. ATSF-3-CO	56.224	118.953	15,223	271	0	0	10.70	0.19	0	0	0	0	0	0	0	0	0	99.30	0.83	6.35	0.05
17. ATSF-1-CO	85.744	160.981	50,982	595	2,000	23	14.20	0.17	0	0	0	0	0	0	0	5,172	60	60.87	0.38	1.65	0.01
18. DCCV-1A-CO	92.14	92.14	2,992	32	0	0	0	0.00	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
19. ESF-2A-OK	20.77	20.77	10,273	495	0	0	0	0.00	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
20. ESF-2-OK	21.077	22.0808	192	9	0	0	0	0.00	0	0	0	0	0	0	0	0	4.13	0.19	0.00	0.00	
21. NPSP-1-TX	100.4827	119.8731	1,522	15	142	1	1.46	0.01	6,520	65	0	0	0	0	946	9	164.65	1.37	162.35	1.35	
22. PNT-1-TX	94.933	138.89	345	4	0	0	0	0.00	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
23. ATSF-10-NM	139.732	189.254	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0	35.41	0.19	0.00	0.00
24. EPRI-1-NM	127.493	151.723	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0	426.40	2.81	0.00	0.00
25. EPNE-1-NM	124.833	154.607	0	0	0	0	26.02	0.21	5,543	44	0	0	2,942	24	0	0	0	345.55	2.24	0.00	0.00
26. EPNE-1-TX	19.943	35.366	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
27. SP-1-NM	167.902	222.01	300	2	36	0	0	0.00	1,489	9	0	0	0	0	0	0	0	813.70	3.67	0.00	0.00
28. SP-S-AZ	91.611	120.42	19,251	210	0	0	7.43	0.08	6,075	66	0	0	0	0	0	0	0	1,490.77	12.38	0.00	0.00
29. ATSF-13.13A-NI	214.224	298.66	79,075	369	2,417	11	0	0.00	0	0	0	0	0	0	0	0	0	785.10	2.63	0.00	0.00
30. ATSF-8-NM	108.492	146.07	6,157	57	0	0	0	0.00	0	0	0	0	0	0	0	0	0	529.02	3.62	0.00	0.00
31. CS-8-CO	5.466	10.545	8,327	1,526	0	0	28.78	5.27	0	0	0	0	2,468	452	0	0	0	4.60	0.44	0.00	0.00

Source: ICC Engineering Reports

- 1/ Column (18) / Column (4)
- 2/ Column (20) / Column (4)
- 3/ Column (22) / Column (4)
- 4/ Column (24) / Column (4)
- 5/ Column (26) / Column (4)
- 6/ Column (28) / Column (4)
- 7/ Column (30) / Column (4)
- 8/ Column (32) / Column (6)
- 9/ Column (34) / Column (6)

EXHIBIT III-F-3
REDACTED

DEVELOPMENT OF CLEARING, GRUBBING, LATERAL DRAINAGE, RIP RAP AND RETAINING WALL
QUANTITIES AND COSTS FOR THE ARIZONA & NORTHERN RAILROAD

Segment	Roadbed Width (4)	Valuation Section (3)	Route Miles (9)	Adalt Track (6)	Yard Track (7)	Track Miles (8)	Rep Rap			CY of Masonry			Retaining Walls			Log (L.T.)			Lateral Drainage			Clearing (acres)			Grubbing (acres)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
							Per	Main Line	Total	Per	Main Line	Total	Per	Main Line	Total	Per	Main Line	Total	Per	Main Line	Total	Per	Main Line	Total	Per	Main Line	Total	Per	Main Line	Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
							Cu. Yds.	Miles/yr	(10)	Miles/yr	(11)	Miles/yr	(12)	Miles/yr	(13)	Miles/yr	(14)	Miles/yr	(15)	Miles/yr	(16)	Miles/yr	(17)	Miles/yr	(18)	Miles/yr	(19)	Miles/yr	(20)	Miles/yr	(21)	Miles/yr	(22)	Miles/yr	(23)	Miles/yr	(24)	Miles/yr	(25)	Miles/yr	(26)	Miles/yr	(27)	Miles/yr	(28)	Miles/yr																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
1 Walter Jct		GR-11-MT	24	32.95	3.75	0.00	187.01	6491.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1/ Exhibit III-F-8 Columns (7) and (8) - excludes 37.81 miles of non-parallel 2nd main between Defiance and Bala
2/ Exhibit III-F-9 Column (9) - excludes 37.81 miles of non-parallel 2nd main between Defiance and Bala
3/ Exhibit III-F-10 Column (4)
4/ Sum of Columns (4) through (6)
5/ Exhibit III-F-2 except L. 4, L. 34 and L. 35 from Exhibit III-F-3
6/ Column (5) x per main line mile quantity
7/ Column (8) x historic to new ratio x per track mile quantity
8/ Based on quantity per mile for mainline valuation section CRB-34B-WY
9/ Unit Cost by Item 10/
10/ Lateral Drainage \$/

11/ Sum of Line 36

VALUATION SECTIONS COVERING THE TRACKAGE OF THE ARIZONA & NORTHERN RAILROAD

Railroad (1)	Val Sec ID (2)	State (3)	Valuation Section Boundaries		Corresponding ANR Segment(s)	
			From Station (4)	To Station (5)	From Station (7)	To Station (8)
1. Great Northern	MT-11	MT	Judith Gap	Great Northern Jct	Walter Jct (Signal Peak)	Mossmain
2. Chicago, Burlington and Quincy	MT-1A	MT	Huntley	MT/WY Line	Jones Jct.	MT/WY Line
3. Chicago, Burlington and Quincy	WY-6AB	WY	SD/WY Line	WY/MT Line	WY/MT Line	Donkey Creek
4. Chicago, Burlington and Quincy	WY-2D	WY	Bridger Jct	Wendover	Bridger Jct	Wendover
5. Colorado and Southern	WY-2	WY	Wendover	Camp Corlin	Wendover	Wendover Interchange
6. Chicago, Burlington and Quincy	WY-2ABC	WY	WY/NE Line	Wendover	Wendover	WY/NE Line
7. Chicago, Burlington and Quincy	NE-29	NE	Northport	WY/NE Line	WY/NE Line	Northport
8. Chicago, Burlington and Quincy	NE-28	NE	Alliance	NE/CO Line	Northport	NE/CO Line
9. Chicago, Burlington and Quincy	CO-5AB	CO	Brush	NE/CO Line	CO/NE Line	Brush
10. Union Pacific	CO-5	CO	Julesburg	La Salle	Sterling	Union
11. Chicago, Burlington and Quincy	CO-1	CO	CO/NE Line	Denver	Brush	Denver
12. Chicago, Burlington and Quincy	CO-2	CO	Denver	Denver	Denver	Denver
13. Denver & Rio Grande	CO-1BCD	CO	Denver	Littleton	Denver	Littleton
14. Denver & Rio Grande	CO-2ABCD	CO	Littleton	Eden	Littleton	Eden
15. Denver & Rio Grande	CO-3	CO	Eden	Pueblo	Eden	Pueblo
16. Atchison Topeka & Santa Fe	CO-3	CO	Pueblo	La Junta	Pueblo	La Junta
17. Atchison Topeka & Santa Fe	CO-1	CO	La Junta	Kansas Line	La Junta	Las Animas
18. Dodge City & Cimarron Valley	CO-1A	CO	Las Animas	CO/OK Line	Las Animas	CO/OK Line
19. Elkhart and Santa Fe	OK-2A	OK	CO/OK Line	Boise City	CO/OK Line	Boise City
20. Elkhart and Santa Fe	OK-2	OK	Boise City	OK/TX Line	Boise City	OK/TX Line
21. North Plains and Santa Fe	TX-1	NM	OK/TX Line	Amarillo	OK/TX Line	Amarillo
22. Pecos & North Texas	TX-1	TX	Amarillo	NM/TX Line	Amarillo	NM/TX Line
23. Atchison Topeka & Santa Fe	NM-10	TX	TX/NM Line	Vaughn	TX/NM Line	Vaughn
24. El Paso & Rock Island	NM-1	NM	Santa Rosa	Carrizozo	Vaughn	Carrizozo
25. El Paso & North Eastern	NM-1	NM	Carrizozo	NM/TX Line	Carrizozo	NM/TX Line
26. El Paso & North Eastern	TX-1	TX	NM/TX Line	El Paso	NM/TX Line	El Paso
27. Southern Pacific	NM-1	NM	El Paso	AZ/NM Line	El Paso	AZ/NM Line
28. Southern Pacific	AZ-5	AZ	AZ/NM Line	Benson	AZ/NM Line	Cochise
29. Atchison Topeka & Santa Fe	NM-13,13A	NM	AZ/NM Line	Isleta	Defiance	Belen
30. Atchison Topeka & Santa Fe	NM-9	NM	Belen	Vaughn	Belen	Vaughn
31. Colorado and Southern	CO-8	CO	Pueblo Jct	Minnequa Jct	Pueblo	Minnequa

DISTRIBUTION OF ICC ENGINEERING REPORT EARTHWORK QUANTITIES BY TYPE OF MATERIAL

Valuation Section (1)	QUANTITIES OF EARTHWORK (CUBIC YARDS)					PERCENT DISTRIBUTION OF EARTHWORK QUANTITIES BY TYPE OF MATERIAL					
	Loose		Solid		Total 5/ (6)	Common 6/ (7)	Loose		Solid		Total 10/ (11)
	Rock 2/ (3)	Rock 3/ (4)	Borrow 4/ (5)	Rock 7/ (8)			Rock 8/ (9)	Borrow 9/ (10)			
1. GN-11-MT	1,008,891	706,240	1,176,877	3,087,897	5,959,805	16.93%	11.85%	19.74%	51.48%	100.00%	
2. CBQ-1A-MT	1,077,614	6,399	2,111	2,296,937	3,383,061	31.85%	0.19%	0.06%	67.90%	100.00%	
3. CBQ-6AB-WY	3,297,849	555,676	317,929	8,043,078	12,214,532	27.00%	4.55%	2.60%	65.85%	100.00%	
4. CBQ-2D-WY	676,376	104,509	117,520	11,480	909,885	74.34%	11.49%	12.92%	1.28%	100.00%	
5. CS-2-WY	2,493,137	218,091	71,054	0	2,782,282	89.61%	7.84%	2.55%	0.00%	100.00%	
6. CBQ-2ABC-WY	1,161,650	274,154	871,756	2,554,208	4,861,768	23.89%	5.84%	17.93%	52.54%	100.00%	
7. CBQ-29-NE	77,591	586	1,395	832,138	911,710	8.51%	0.06%	0.15%	91.27%	100.00%	
8. CBQ-28-NE	1,113,896	139,268	206,106	2,803,587	4,262,857	26.13%	3.27%	4.83%	65.77%	100.00%	
9. CBQ-5AB-CO	359,230	3,847	11,540	889,371	1,263,988	28.42%	0.30%	0.91%	70.36%	100.00%	
10. UP-5-CO	3,115,764	300	140,028	50,560	3,306,650	94.23%	0.01%	4.23%	1.53%	100.00%	
11. CBQ-1-CO	1,030,418	84,390	56,863	4,533,289	5,704,970	18.06%	1.48%	1.00%	79.46%	100.00%	
12. CBQ-2-CO	204,867	0	0	897,305	1,102,172	18.59%	0.00%	0.00%	81.41%	100.00%	
13. DRGW-1BCD-CO	301,285	3,014	10,932	251,784	556,083	54.18%	0.54%	0.00%	45.28%	100.00%	
14. DRGW-2ABCD-CO	2,400,060	120,224	10,932	0	2,531,216	94.82%	4.75%	0.43%	0.00%	100.00%	
15. DRGW-3-CO	146,600	138,167	67,658	529,435	881,860	16.62%	15.67%	7.67%	60.04%	100.00%	
16. ATSF-3-CO	170,082	0	25,097	1,010,387	1,205,568	14.11%	0.00%	2.08%	83.81%	100.00%	
17. ATSF-1-CO	522,818	8,862	39,725	2,029,137	2,600,842	20.11%	0.34%	1.53%	78.02%	100.00%	
18. DCCV-1A-CO	550,828	322,434	402,919	2,203,310	3,478,491	15.83%	9.27%	11.58%	63.32%	100.00%	
19. ESF-2A-OK	133,119	21,782	246,780	817,731	1,219,412	10.92%	1.79%	20.24%	67.06%	100.00%	
20. ESF-2-OK	76,759	5,510	95,375	454,277	631,921	12.15%	0.87%	15.09%	71.89%	100.00%	
21. NPSF-1-TX	409,267	327,861	598,705	2,536,887	3,862,720	10.60%	8.49%	15.24%	65.68%	100.00%	
22. PNT-1-TX	261,604	61,295	39,720	1,861,690	2,224,309	11.76%	2.76%	1.79%	83.70%	100.00%	
23. ATSF-10-NM	3,259,728	287,799	718,002	124,104	4,399,633	74.09%	6.77%	16.32%	2.82%	100.00%	
24. EPRI-1-NM	2,394,247	758,188	443,758	81,122	3,677,316	65.11%	20.62%	12.07%	2.21%	100.00%	
25. EPNE-1-NM	316,629	159,920	19,708	888,571	1,384,828	22.86%	11.55%	1.42%	64.16%	100.00%	
26. EPNE-1-TX	27,728	24,300	280	158,695	212,003	13.08%	11.46%	0.13%	75.33%	100.00%	
27. SP-1-NM	2,166,025	218,006	287,983	17,008	2,689,032	80.55%	8.11%	10.71%	0.63%	100.00%	
28. SP-5-AZ	1,508,043	105,615	60,259	13,412	1,687,329	89.37%	6.26%	3.57%	0.79%	100.00%	
29. ATSF-13,13A-NM	7,261,860	137,397	458,762	641,608	8,499,627	85.44%	1.62%	5.40%	7.55%	100.00%	
30. ATSF-9-NM	4,179,585	426,088	1,085,181	583,724	6,254,558	66.82%	6.81%	17.03%	9.33%	100.00%	
31. CS-8-CO	87,078	45,319	43,393	1,408	177,198	49.14%	25.58%	24.49%	0.79%	100.00%	
32. Decker	11/	1,137,899	191,732	109,699	485,600	1,924,930	58.11%	9.96%	5.70%	25.23%	100%

1/ Exhibit III-F-2, page 1 of 2, Column (7)

2/ Exhibit III-F-2, page 1 of 2, Column (8)

3/ Exhibit III-F-2, page 1 of 2, Column (9)

4/ Exhibit III-F-2, page 1 of 2, Column (17)

5/ Sum of Columns (2) through (5)

6/ Column (2) + Column (6)

7/ Column (3) + Column (6)

8/ Column (4) + Column (6)

9/ Column (5) + Column (6)

10/ Sum of Columns (7) through (10)

11/ Other Tail Public Version - Opening Evidence Volume | page III-F-9 - 1,439,330 CY of excavation and 485,600 CY of borrow
Distribution of CY of excavation is assumed the same as the distribution of CY of excavation for valuation section CBQ-6AB-WY.

**ICC ENGINEERING REPORT QUANTITIES ADJUSTED TO
REFLECT ARIZONA & NORTHERN RAILROAD DESIGN SPECIFICATIONS**

Valuation Section (1)	ICC Engineering Report Data			Restated Adjusted Earthwork Quantities Per Mile (24' Roadbed) 4/		
	Miles Main Line 1/ (2)	Total Earthwork Quantities (CY) 2/ (3)	Earthwork Per Main Line Mile (CY) 3/ (4)	Single Track (CY) (5)	Double Track (CY) (6)	Additional Track (CY) 5/ (7)
1. GN-11-MT	101.670	5,959,805	58,619	73,316	98,479	25,163
2. CBQ-1A-MT	101.944	3,383,061	33,185	41,725	58,915	17,189
3. CBQ-6AB-WY	236.908	12,214,532	51,558	63,096	86,460	23,364
4. CBQ-2D-WY	30.824	909,885	29,519	48,974	62,486	13,512
5. CS-2-WY	120.531	2,782,282	23,084	40,162	51,544	11,382
6. CBQ-2ABC-WY	58.270	4,861,768	83,435	101,161	132,817	31,656
7. CBQ-29-NE	54.085	911,710	16,857	20,604	30,932	10,328
8. CBQ-28-NE	86.866	4,262,857	49,074	61,181	84,005	22,824
9. CBQ-5AB-CO	39.233	1,263,988	32,217	39,721	56,379	16,659
10. UP-5-CO	151.506	3,306,650	21,825	39,189	50,315	11,126
11. CBQ-1-CO	169.130	5,704,970	33,731	41,992	59,774	17,781
12. CBQ-2-CO	9.113	1,102,172	120,945	129,054	169,309	40,255
13. DRGW-1BCD-CO	12.644	556,083	43,980	35,472	49,911	14,439
14. DRGW-2ABCD-CC	107.899	2,531,216	23,459	39,868	51,176	11,308
15. DRGW-3-CO	12.329	881,860	71,527	59,578	81,741	22,163
16. ATSF-3-CO	56.224	1,205,566	21,442	22,779	33,856	11,077
17. ATSF-1-CO	85.744	2,600,642	30,330	35,129	50,591	15,462
18. DCCV-1A-CO	92.140	3,479,491	37,763	48,746	67,876	19,130
19. ESF-2A-OK	20.770	1,219,412	58,710	73,332	99,448	26,116
20. ESF-2-OK	21.077	631,921	29,982	38,838	55,233	16,395
21. NPSF-1-TX	100.483	3,862,720	38,442	48,598	67,806	19,208
22. PNT-1-TX	94.933	2,224,309	23,430	28,437	41,659	13,222
23. ATSF-10-NM	139.732	4,399,633	31,486	49,838	63,534	13,695
24. EPRI-1-NM	127.493	3,677,316	28,843	49,970	63,704	13,734
25. EPNE-1-NM	124.833	1,384,828	11,093	15,152	22,524	7,372
26. EPNE-1-TX	19.943	212,003	10,630	11,434	17,452	6,017
27. SP-1-NM	167.902	2,689,032	16,015	29,842	38,528	8,686
28. SP-5-AZ	91.611	1,687,329	18,418	33,761	43,494	9,733
29. ATSF-13,13A-NM	214.224	8,499,627	39,676	57,105	72,381	15,276
30. ATSF-9-NM	108.492	6,254,558	57,650	79,770	99,707	19,938
31. CS-8-CO	5.456	177,198	32,478	49,242	62,822	13,580

1/ Exhibit III-F-2, page 1 of 2, column (4)

2/ Exhibit III-F-6, column (6)

3/ Column (3) + Column (2)

4/ Reflects adjustment to ICC Engineering Report quantities to account for the ANR roadbed width requirements. See electronic workpaper "ANR Grading.xls"

5/ Column (6) - Column (5)

EXHIBIT III-F-8
REDACTED

EXHIBIT III-F-9
REDACTED

EARTHWORK QUANTITIES FOR THE YARDS OF THE ARIZONA & NORTHERN RAILROAD

	Item (1)	Valuation Section (2)	Track Feet 1/ (3)	Track Miles 1/ (4)	Cubic Yard Calculation (5)	Cubic Yards (6)	Common Fill (7)	Excavation		
								Common (8)	Loose Rock (9)	Solid Rock (10)
1	ANR Major Yard Locations									
a	West Guernsey, WY - (25 foot)	CBQ-2ABC-WY	8,998	1.70	column (3) x 1' fill x 25' spacing /27	8,331	8,331			
b	East Guernsey, WY	CBQ-2ABC-WY	132,473	25.09	2/	2,731,199	0	1,374,914	324,485	1,031,799
c	North Amarillo, TX - (25 foot)	NPSF-1-TX	75,926	14.38	column (3) x 1' fill x 25' spacing /27	70,302	70,302			
d	Texaco, NM - (25 foot)	ATSF-10-NM	117,374	22.23	column (3) x 1' fill x 25' spacing /27	108,680	108,680			
e	Vaughn, NM - (25 foot)	ATSF-9-NM	214,210	40.57	column (3) x 1' fill x 25' spacing /27	198,342	198,342			
f	West El Paso, NM - (25 foot)	SP-1-NM	125,347	23.74	column (3) x 1' fill x 25' spacing /27	116,062	116,062			
g	Subtotal		674,329	127.71		3,232,916	501,717	1,374,914	324,485	1,031,799
2	ANR Interchange Locations (with two or more tracks)									
a	Donkey Creek, WY (MP 587.15)	CBQ-6AB-WY	17,688	3.35	column (3) x 1' fill x 15' spacing /27	9,827	9,827			
b	Orin, WY (MP 124.41)	ORIN	26,664	5.05	Column (3) / 5280 x 33,107 3/	167,190	0	167,190		
c	Wendover, WY (MP 240.88)	CS-2-WY	17,424	3.30	column (3) x 1' fill x 15' spacing /27	9,680	9,680			
d	Northport, NE (MP 1.7)	CBQ-29-NE	18,480	3.50	column (3) x 1' fill x 15' spacing /27	10,267	10,267			
e	Sterling, CO North (MP 113.76)	CBQ-5AB-CO	18,163	3.44	column (3) x 1' fill x 15' spacing /27	10,091	10,091			
f	Sterling, CO South (MP 114.95)	UP-5-CO	8,448	1.60	column (3) x 1' fill x 15' spacing /27	4,693	4,693			
g	Brush, CO North (MP 149.42)	CBQ-5AB-CO	8,501	1.61	column (3) x 1' fill x 15' spacing /27	4,723	4,723			
h	Brush, CO South (MP 454.97)	CBQ-1-CO	18,691	3.54	column (3) x 1' fill x 15' spacing /27	10,384	10,384			
i	Denver, CO North (MP 539.50)	CBQ-1-CO	16,790	3.18	column (3) x 1' fill x 15' spacing /27	9,328	9,328			
j	Denver, CO South #1 (MP 1.90)	CBQ-2-CO	5,650	1.07	column (3) x 1' fill x 15' spacing /27	3,139	3,139			
k	Denver, CO South #2 (MP 2.46)	DRGW-1BCD-CO	12,038	2.28	column (3) x 1' fill x 15' spacing /27	6,688	6,688			
l	Pueblo, CO (MP 116.38)	DRGW-3-CO	18,427	3.49	column (3) x 1' fill x 15' spacing /27	10,237	10,237			
m	Las Animas Jct, CO (MP 535.36)	ATSF-1-CO	26,664	5.05	column (3) x 1' fill x 15' spacing /27	14,813	14,813			
n	Amarillo, TX East (MP 552.75)	PNT-1-TX	36,960	7.00	column (3) x 1' fill x 15' spacing /27	20,533	20,533			
o	Amarillo, TX West (MP 552.75)	PNT-1-TX	36,960	7.00	column (3) x 1' fill x 15' spacing /27	20,533	20,533			
p	Texaco, TX (MP 645.00)	PNT-1-TX	36,802	6.97	column (3) x 1' fill x 15' spacing /27	20,445	20,445			
q	Bellevue, NM East (MP 886.1)	ATSF-9-NM	15,418	2.92	column (3) x 1' fill x 15' spacing /27	8,565	8,565			
r	Bellevue, NM West (MP 0.20)	ATSF-13,13A-NM	1,742	0.33	column (3) x 1' fill x 15' spacing /27	968	968			
s	Dalles, NM (MP 10.10)	ATSF-13,13A-NM	18,216	3.45	column (3) x 1' fill x 15' spacing /27	10,120	10,120			
t	Vaughn, NM (MP 741.1)	EPRI-1-NM	36,960	7.00	column (3) x 1' fill x 15' spacing /27	20,533	20,533			
u	Cochise, AZ (MP 1063.45)	SP-5-AZ	19,536	3.70	column (3) x 1' fill x 15' spacing /27	10,853	10,853			
v	Subtotal		416,222	78.83		383,612	216,421	167,190	0	0
3.	Total		1,080,551	206.54		3,616,528	718,138	1,542,104	324,485	1,031,799

1/ Line 1 a & b - "Guernsey Yard earthwork.pdf"
Line 1 c through f - ANR yard track quantities
Line 2 a through u - Exhibit III-B-1

2/ See "Guernsey Yard earthwork.pdf"
DISTRIBUTION BASED ON CBQ-2ABC-WY

Common	1,161,650	50.34%
Loose Rock	274,154	11.88%
Solid Rock	871,756	37.78%
Total	2,307,560	100.00%

3/ Exhibit III-F-8, Page 2 of 4, L 12(c)

EXHIBIT III-F-11
REDACTED

EXHIBIT III-F-12
REDACTED

EXHIBIT III-H-1
REDACTED

EXHIBIT III-H-2
REDACTED

EXHIBIT III-H-3
REDACTED

Maximum Markup Methodology Results

		Maximum Markup Methodology Revenue to Variable Cost Ratios
<u>Year</u>		
(1)		(2)
1.	2009	76.0%
2.	2010	74.0%
3.	2011	72.4%
4.	2012	72.4%
5.	2013	71.9%
6.	2014	71.7%
7.	2015	71.6%
8.	2016	71.2%
9.	2017	70.8%
10.	2018	70.2%

Source: "ANR MMM Model.xlsx"